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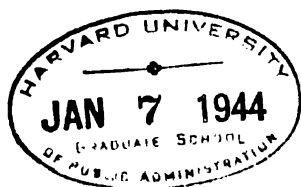
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No. 14.

NINETEENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1888.

BOSTON:
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
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CONTENTS.

	PAGE
INDEX TO REPORT,	v
REPORT OF COMMISSIONERS,	3
APPENDIX :	
A. — Receipts of Grain in Boston for Ten Years,	73
B. — Tabular Statements of Accidents in Massachusetts,	78
Tabular Statements of Train Accidents in United States,	88
C. — Special Reports on Accidents,	90
D. — Grade Crossings,	130
E. — Station Accommodations,	136
F. — Passenger and Freight Facilities,	145
G. — Exigency for New Roads,	156
H. — Passenger Facilities,	159
I. — Circular and Letters relating to the Heating and Lighting of Cars,	166
J. — Circulars,	176
K. — Supplementary Report on Meigs Elevated Railway,	204
L. — Expenses of Office,	205
M. — Index to Reports from 1870 to 1887,	206
TABULATED STATEMENT OF RAILWAY AND RAILROAD RETURNS :	
Contents of Tables,	230
Abstract of Street Railway Returns,	236
Comparative Statements from Street Railway Returns,	254
Tabulated Statement from Railroad Returns,	262
Comparative Statement from Railroad Returns,	304
Summary from Returns of 1886 and 1887,	310
Summary from Returns of 1881-87,	312

INDEX.

- Abstract of street railway returns, 236-260** (*see contents of Tables, p. 230*).
 railroad returns, 262-308 (*Tabulated alphabetically, see contents, 232*).
- Accidents, statistics of, in Massachusetts, 22-26, 78-87.**
 in United States, 88, 89.
 to passengers during the year, 22, 25.
 to employees, 22.
 at highway crossings, 22.
 to trespassers, 22.
 comparative number of, on different roads, 24, 25.
 ratio of, to number of passengers carried, 25.
 fatal, investigations and inquests in cases of, 29.
 tabular statement of, for year, 78-83.
 for ten years, 85-87.
 special reports on, 90-129.
 train, investigation of, assisted by photographs, 28.
 on the Boston & Providence R. R. at Bussey Bridge, 26, 90.
 on Boston & Albany R. R. at West Springfield, 113.
 at North Grafton, 116.
 on Grand Junction Branch, 115.
 on Fitchburg R. R. at East Fitchburg, 117.
 at Littleton, 124.
 on Milford & Woonsocket R. R. near South Milford, 122.
 on Fitchburg Street Railway, 126.
 on street railways, 16, 252.
- Annual reports of the Board, general index to, 206.**
- Annual returns of railroads, tabulated statement compiled from, 262-311.**
 tabulated comparative results compiled from, 306.
 of street railways, abstracts of, 236-260.
- Assets and liabilities of railroads** (*see Abstract of returns of the several roads*).
 of street railways (*see Abstract of street railway returns*).
- Automatic couplers** (*see Couplers*).
- Baggage cars, number of, 15, 311.**
 cost of repairs of, per train mile, 306.
- Board of Railroad Commissioners, duties of, increased, 17.**
 members of, 204.
- Boston, receipts for grain in, for ten years, 73-77.**
 application of, for consent of Board to laying out Beaumont Avenue at grade
 across the Boston, Winthrop & Shore R. R., 132.
- Boston & Albany Railroad, ratio of passengers injured to miles operated in Mass., 24.**
 employees injured to total number, 25.
 attractive stations on, 35.
 cars on, heated by steam from locomotive, 62, 63.

- Boston & Albany Railroad**, petition for better station accommodations on, at Springfield, 136.
 petition for better access to station of, at Palmer, 141.
 early train on, from West Springfield, 149.
 complaint of Clarence Hayward *v.*, 152.
 of Eugene H. Clapp *v.*, 164.
 letter from president of, relative to heating passenger cars, 176.
 accidents on, 113, 115, 116.
- Boston, Hoosac Tunnel & Western R.R.** consolidated with the Fitchburg, 21.
- Boston & Lowell Railroad**, leased to Boston & Maine R.R., 21.
 ratio of passengers injured to miles operated in Mass., 24.
 employees injured to total number, 25.
- Boston & Maine Railroad**, ratio of passengers injured to miles operated in Mass., 24.
 employees injured to total number, 25.
 complaint of George H. Carleton *v.*, 159.
 of D. L. Withington *v.*, relative to mileage tickets, 162.
- Boston & Providence Railroad**, lease of, to Old Colony R.R. Co., 21.
 ratio of passengers injured to miles operated in Mass., 24.
 employees injured to total number, 25.
 Bussey Bridge accident on, 26, 90-112.
 letter from president of, relative to heating cars, 178.
- Boston, Revere Beach & Lynn Railroad**, letter from superintendent of, relative to heating cars, 180.
- Brakes**, freight train, 52.
- Bridges**, cost of repairs of, per train mile, 11, 306.
 action of the Board concerning, under Act of 1887, 38-52.
 report of engineer on, 39-50.
 floor system for, 50.
- Business**, volume of, on railroads, 9, 10.
- Bussey Bridge disaster**, report on, 90.
- Cambridge and Charles River street railroads**, memorandum relative to accounts of, 260.
- Capital** (*see Stock*.)
- Cars owned by railroads**, 15, 311.
 by street railways, 16, 254.
 cost of repairs of, per train mile, 11, 306.
 per car, 307.
- Cash assets**, increase of, 4.
- Central Massachusetts Railroad**, additional miles of, 3.
- Circulars issued by the Board**, 199.
- Collision on Boston & Albany Railroad**, 116.
 on Fitchburg Railroad, 117, 124.
 on Milford & Woonsocket Railroad, 122.
- Comparison of statistics of 1886 and 1887**, 310.
- Connecticut River Railroad**, letter from president of, relative to heating cars, 189.
- Construction of railroads during year**, 3.
 cost of, per mile owned, 4, 304.
- Cost of railroads**, 4.
 per mile owned, 304.
 of street railways, 16, 238.
 per mile owned, 254.
 of operating, 7, 8.
 of running trains on leading roads of Mass., 10, 11.
- Couplers**, automatic, prescribed by Board, 53.
 action of Master Car Builders' Association concerning, 53, 54.
 accidents reported by use of, 23.

- Coupling or uncoupling cars, accidents from, 23.
- Crossings, highway, at grade, number of, in the State, 30.
 - accidents at, 23.
 - (*See Grade-crossings.*)
- Debt of railroads in Massachusetts, 4, 5, 310.
 - comparative statement of, for seven years, 5.
 - per mile owned, 304.
 - of street railways, 16, 236.
 - per mile of track, 254.
- Deficit or surplus of railroad companies (*see Returns of the several roads*).
 - street railway companies (*see Returns of street railways*).
- Derailment, accidents by, 81.
- Dividends of railroads, 9 (*see Abstract of returns*).
 - statistics of, 271 (*see Abstract of returns*).
 - amounts paid during ten years, 9.
 - of street railways, 16, 248.
- Double track, miles of, 3, 262, 310.
- Earnings of railroads, 6, 7, 310.
 - per mile of road, 7, 305.
 - per train mile on leading roads in Mass., 12, 305, 308.
 - of street railways, 16, 242.
- Employees, number of, on railroads, 15, 310.
 - on street railways, 16, 252.
 - injuries to, statistics of, 22, 23.
- Equipment of railroads, 15, 311 (*see Abstract of returns*).
 - additions to, etc., 15.
 - cost of, 4, 310.
 - per mile of road owned, 304.
 - street railways, 16, 250.
 - cost of, 238, 240.
 - per mile of track operated, 254.
- Exigency for new roads, reports on, 156.
- Expenses, statistics of railroad, 5 (*see Abstract of returns*).
 - per train mile, 10, 11, 305, 306.
 - per mile of road operated, 305.
 - per cent. of, to earnings, 308.
 - of street railways, 16, 244 (*see Abstract of returns of street railways*).
 - per mile operated, etc., 256, 258.
 - of office of commission, 205.
- Fares, average, on leading roads in Mass., 13.
 - on street railways, 16.
- Fitchburg Railroad, ratio of passengers injured to miles operated in Mass., 24.
 - ratio of employees injured to total number, 25.
 - award to, under contract for operating State road, 21.
 - letter from general superintendent relative to heating cars, 190.
- Freight, tons of, carried on railroads, 10, 311.
 - average rates of, on leading roads in Mass., 14.
 - in 1865 and 1887, 14.
 - average distance carried, 10, 307.
 - tons of, carried per train mile, 307.
- Freight cars, number of, 15, 311.
 - power brakes on, 52.
 - cost of repairs of, per train mile, 11, 306.
 - per car, 307.
- Freight-couplers and draw-bars, action of the Board concerning, 53.
 - action of Master Car Builders' Association, 53, 54.
- Freight earnings, 6, 308.

- Freight earnings, per train mile, 12, 305.**
 expenses per train mile, 305
Freight mileage, statistics of, 7, 10, 311, 313.
Freight train brakes, success of, 52
 some standard form of, should be agreed upon by Mass. railroads, 52
Freights, average, on railroads, 14.
 receipts from, 6.
Fuel, cost of, per train mile, 11, 306.
Grade-crossings of railroads and highways, number of, 30.
 suggestions for the abolition of, 31-35.
 accidents at, 22.
 reports on petitions for, 130, 132.
 private, an unnecessary source of danger, 31.
 should be abolished, 31.
Grain, receipts of, in Boston for ten years, 73-77.
Guard posts at prolongation of bridge trusses not approved, 52.
Guard rails on bridges, 50.
Guild, W. R., and others v. New York & New England Railroad, 154.
Hanover Branch R.R. purchased by the Old Colony, 21.
 R. A. Forest and others v., 150.
Hanover, citizens of, v. Old Colony R.R. Co., 145.
Heating passenger cars, 55-65.
 action of the Board relative to, 55-62.
 by steam from locomotive, methods of, in use, 62.
 New York law concerning, 64.
 circular and letters relative to, 176.
Highway crossings (see *Grade Crossings*).
Horses owned by street railway companies, 16, 250.
 renewal of, 244.
 per mile operated, 254.
Hoosac Tunnel & Wilmington Railroad, action of Board relative to.
Income of railroads, 5, 8, 270, 311.
 for ten years, 6.
 per mile operated, 305.
 per train mile, 12.
 net, 8, 311.
 per mile of road operated, 306.
 percentage of, to permanent investment, 8.
Income of street railways, 16, 242, 248.
 per mile operated, 256, 258.
Increase of earnings, 5.
Index, general, to annual reports, 69, 206.
Interest, accrued, statistics of (see *Abstract of returns*).
Inter-state commerce act, differs from our state law and decisions, 67.
Investigations and inquests in cases of fatal accidents, 29.
Investments, permanent, of railroads, statistics of (see *Abstract of returns*).
 cost of, per mile of road owned, 304.
Lighting passenger cars by electricity, 66.
Locomotives, cost of repairs of, per train mile, 11, 306.
 per locomotive, 307.
 number of, 15.
Mail and baggage cars, number of, 15, 311.
 cost of, per train mile, 306.
Mails, receipts from, 311.
Maintenance of way, etc., cost of, per train mile, 11.
Massachusetts, accidents in, 22, 78-87.
Meigs Elevated Railway, supplementary report on, 204.

- Mileage, freight and passenger, 7, 272.
 - of railroads, 3, 262, 310.
 - of street railways, 16, 250.
 - train, expenses, 10, 11.
- Mileage tickets, coupons of, should be detached to cover only the actual distance travelled, 162.
- Miles run on railroads, statistics of, 10, 311.
 - average, travelled by passengers, 9, 307.
 - freight carried, 10, 307.
 - run on street railways, 16, 252.
- Milford & Woonsocket R. R., leased to New York & New England, 21.
 - accident on, 122.
- Nantasket Beach Railroad, duty of owners to operate, 67, 146, 147.
- New Bedford Union Street Railway, complaint of George A. Cobb and others v., 160.
- New Haven & Northampton R. R., leased to New York, New Haven & Hartford, 21.
- New railroad construction, 3.
- Newton Street Railway Co., petition of, for leave to cross Boston & Albany R. R., 130.
- New York & New England Railroad, ratio of passengers injured to miles operated in Massachusetts, 24.
 - ratio of employees injured to total number, 25.
 - petition for better station on, at Norwood Central, 140.
 - duty of, to operate its Dedham Branch, 68, 154.
 - letter from general superintendent of, relative to heating cars, 192.
- Oil and waste, cost of, per train mile, 11, 306.
- Old Colony Railroad, citizens of Hanover v., 145.
 - ratio of passengers injured to miles operated in Massachusetts, 24.
 - ratio of employees injured to total number, 25.
 - letter from general manager relative to heating cars, 195.
- Operating expenses, what is included in, 11.
 - percentage of, to gross receipts, 8.
 - to transportation earnings, 308.
- Operation of railroads, cost of, per mile, 8.
 - per train mile, 10, 306.
 - items composing, 11.
 - comparative average cost of, for ten years, 8.
- Palmer, petition for better access to station at, 141.
- Passenger cars, cost of repairs of, per train mile, 11, 306.
 - number of, 15.
 - heating and lighting of, 55.
 - expense of repairs per car, 307.
- Passenger earnings, 5, 6, 308.
 - per train mile, 12.
 - average on principal railroads, 12.
 - fares, statistics of, 13.
 - mileage, statistics of, 7, 9, 311.
- Passenger and freight facilities, reports on, 145.
- Passenger trains, miles run by, 10, 311.
- Passengers, number carried on railroads, 9 (*see Returns of respective roads*).
 - one mile, 9.
 - per train mile, 307.
 - on street railways, 16, 252.
 - per round trip, 252.
 - average distance travelled by, 9, 307.
 - accidents to, 22-25.

- Permanent investments of railroads**, 5, 310.
 percentage of gross and net income to, 8.
 per mile of road owned, 304.
 of street railways, 15, 16, 238.
 way (*see Way*).
- Personal injuries**, amount of damages paid for (*see Returns of the several roads*).
- Power-brakes on freight trains**, 52.
- Providence & Worcester R.R.**, letter from superintendent of, relative to heating cars, 197.
- Railroad Commissioners**, names of, 204.
- Railroad construction**, 3.
- Railroad corporations**, number of, 4.
- Railroad returns**, tabulated statement compiled from, 262-311.
- Railroads of Massachusetts**, construction of, during the year, 3.
 statistics of, 4-15, 262-308.
 number of, 4.
 length of, 3, 262-269.
 miles operated, 310.
 capital stock of, 4, 5, 270, 310.
 per mile owned, 304.
 debt of, 4, 5, 310.
 per mile owned, 304.
 cost of, 4.
 per mile owned, 304.
 expenses of, 5.
 earnings of, 5, 6, 7, 12.
 comparative, for ten years, 6.
 for seven years, 312.
 permanent investments of, 5, 310.
 per mile owned, 304.
 dividends of, 9.
 cost of operating, 7, 8.
 per train mile, 10, 11.
 income of, 5, 8.
 amount of business of, 9.
 average fares on, 13.
 average freights on, 14.
 equipment of, 15, 311.
 other property of, 310.
 grade-crossings of, 30.
 employees on, 15.
 leases and consolidations of, 20.
 road-bed of, 37.
 accidents on, 22-28.
 double track, etc., on (*see Abstract returns of the several roads*).
 total assets and liabilities of, 310.
- Rails**, cost of renewal of, per train mile, 11, 306.
 steel, miles of, 14, 310.
 iron, miles of, 310.
- Railways** (*see Street railways*).
- Rates**, passenger and freight, no important question concerning, brought before the Board, 67.
- Repairs of railroads**, cost of, per train mile, 11, 306
 of cars, average cost of, per car, 307.
 on street railways, 244.
 per mile operated, 254.
 cost of, per locomotive, passenger and freight cars, 307.

- Reports, annual, general index to, from 1870 to 1887, 69, 206.
- Returns, railroad, in tabular form, arranged alphabetically (*see Contents of tables*, p. 230).
 - comparative tables compiled from, 304.
 - street railway, tabular abstract of, 236-260.
- Road (*see Way*).
- Road-bed, cost of repairs of, per train mile, 11.
 - condition of, 37.
- Rolling-stock, amount of, returned for seven years, 15.
 - statistics relating to (*see Abstract of returns*).
- Russell, Hon. Thomas, chairman, death of, 69.
- Salaries and general office expenses of street railways, 244.
- Salaries, wages, etc., per train mile, 11 (*see Abstract of returns*).
- Service, train, cost of, 11.
- Sidings, statistics of, 262, 310.
- Stations, character and location of, 35.
 - petitions for new, etc., 136-144.
- Steel rails, miles of, 14, 310.
 - expenses for new (*see Returns of railroads respectively*).
- Stock of railroads, amount of, 4, 5.
 - per mile of road owned, 304.
 - how owned, 270, 310.
 - dividends on, 9 (*see Abstract of returns*).
- of street railways, amount of, 16, 236.
 - per mile owned, 254.
 - dividends on, 16, 248.
- Street railways, statistics of, 15, 16, 236-260.
 - number of, 15.
 - capital stock of, per mile owned, 16, 254.
 - debt of, 16, 236.
 - debt per mile of road owned, 254.
 - land and buildings of, 238.
 - cash assets, 236.
 - length of, 16, 250.
 - number of stockholders, 236.
 - cost of, 16, 238.
 - per mile owned, 16, 254.
 - per mile operated, 254.
 - total property and assets, 238.
 - additions and reductions of property during year, 240.
 - income of, 16, 242.
 - per mile operated, etc., 256, 258.
 - expense of operating, 16, 256.
 - per mile operated, etc., 256, 258.
 - cost of round trip on, 16, 256.
 - interest accrued, 248.
 - net earnings per mile operated, etc., 258.
 - dividends of, 16, 248.
 - equipment of, 16, 250.
 - car mileage on, 16, 252.
 - number of passengers on, 16, 252.
 - greater than on steam roads, 16.
 - per round trip, 252.
 - number of trips on, 16, 252.
 - of employees on, 16, 252.
 - consolidation of, 19, 20.
 - abstract of accidents on, 252.

- Street railways, purchase of real estate by, 19.
Summary of returns of 1886 and 1887, 310, 311.
 for seven years, 312, 313.
Sunday trains, permits for, 66.
Surplus or deficit of railroad companies (*see Abstract of returns*).
Tables, statistical, from railroad returns, 262-313.
 from street railway returns, 236-260.
Taxes (*see Abstract of returns*).
Track of railroads, length of, 3, 4, 262-269.
 cost of repairs of, per train mile, 11.
Traffic expenses, statistics of, 10, 11, 311.
 per train mile, 10.
Train accidents, 28, 84.
Train mile, expenses per, 11.
 earnings per 12.
 earnings and expenses per, statistics of, 305, 306.
 standard, average cost of, 10, 11.
Train mileage, 10, 311. (*See Abstract of returns*).
Trains, cost of running, 10.
Transportation earnings and expenses, statistics of, 311.
Trespassers, accidents to, 23.
Troy & Boston R. R. consolidated with the Fitchburg, 21.
Troy & Greenfield Railroad, award under the contract for operating, 21.
Union Station on north side of Boston, 36.
United States, statistics of railroad accidents in, 88.
Wages (*see Salaries*).
Waste, cost of, per train mile, 11, 306.
Way, permanent cost of maintaining, per train mile, 11, 306.
 of street railways, cost of, 16, 238.
 repairs on, cost per mile operated, 254.
West End Street Railway, consolidation of other street railways with, 17.
 increase of capital stock of, 17, 18, 166-175.
West Springfield, petition of citizens of, for an early train to Springfield, 149.
Withington, D. L., v. Boston & Maine Railroad, 162.
Worcester & Nashua Railroad, Geo. S. Boutwell and others v., on account of increase of
 season-ticket rates, 151.

Part I.

COMMISSIONERS' REPORT.

Commonwealth of Massachusetts.

The Railroad Commissioners respectfully submit their Nineteenth Annual Report.

RAILROAD CONSTRUCTION.

During the year ending Sept. 30, 1887, there were constructed the following additional miles of railroad in this State : —

Central Massachusetts (Jefferson's to Ware),	26.170
Providence, Webster & Springfield,	1.260
Boston, Winthrop & Shore (Winthrop Branch), . . . . .	.860
Eastern (Essex Branch Extension), . . . . .	.520
Boston & Albany (Riverside Branch Extension), . . . . .	.040
	<hr/>
	28.850

And there was a decrease by a re-measurement on several roads of, .100

Additional miles, 28.750

MILEAGE OF RAILROADS.

The total length of railroads belonging to the corporations making returns to this Board was 2,992.823 miles of main line and branches, of which 1,036.717 were provided with double track. Last year the total length was 2,867.613 miles, with 1,011.367 miles of double track; showing an increase of 125.210 of total length, and 25.350 miles of double track. The total length of sidings was 1,360.009 miles, as against 1,249.862; showing an increase of 110.147 miles. The total length of track, considering double track and sidings as so much additional single track, is 5,389.549 miles, as against 5,128.842 of last year; the increase being 260.707 miles. Of the whole amount there are in this State, of main line 2,018.258 miles, of double track 740.389, and of sidings 964.330 miles, being a total of 3,722.977, as against 3,616.103 miles of last year; showing an increase of track in this State of 106.874 miles.

COST OF ROADS.

The average cost of standard-gauge roads is returned at \$69,877.01 per mile; the cost of equipment per mile operated averages \$5,487.38, — making the average cost of a standard-gauge road, with equipment, \$75,364.39. This increase over last year is accounted for by the cost of the Troy & Greenfield Railroad and Hoosac Tunnel, which was purchased from the State by the Fitchburg Railroad Company for ten million dollars in securities, being now included in the cost of the Fitchburg Railroad, while in previous years no returns were made to the Board or was there included in any of their computations any sum for the tunnel and railroad property of the State. The cost of narrow-gauge roads averages \$33,789.57 per mile, and \$7,208.23 per mile additional for equipment.

NUMBER OF CORPORATIONS.

Returns were received from sixty corporations, — the same as last year. The Dorchester & Milton and the Lancaster have been dropped from our list. The Chatham and the Hoosac Tunnel & Wilmington Companies, having been incorporated the past year, have been added.

CAPITAL STOCK AND DEBT.

The aggregate capital stock was \$150,469,414.02, an increase of \$19,781,445.00, resulting from an increase of the capital stock of the following roads: —

Fitchburg,	\$15,484,500 00
Eastern,	3,149,400 00
Providence & Worcester,	500,000 00
Boston & Lowell,	400,000 00
Old Colony,	200,000 00
Chatham,	66,195 00
Central Massachusetts,	59,230 00
New York & New England (preferred),	50,000 00
Providence, Webster & Springfield,	25,000 00
Grafton Centre,	20,170 00
New York & Boston Inland,	12,240 00
Boston, Winthrop & Shore,	12,000 00

The capital stock of the Hanover Branch, amounting to \$123,950, and of the Dorchester & Milton, amounting to \$73,340, have been dropped from our accounts; both of

these companies' roads having been incorporated into the accounts of the Old Colony as branches.

The net debt of the companies—the gross debt less cash assets—amounts to \$81,646,094.60, an increase of \$10,633,597.11. The cash assets of all the railroad companies of the State have increased by the amount of \$4,000,351.63. The returns for the last seven years are as follows :—

YEARS.	Stock.	Net Debt.
1881,	\$122,155,614 12	\$64,850,890 76
1882,	122,976,262 26	71,913,806 00
1883,	122,367,572 27	72,938,290 93
1884,	127,668,390 27	74,439,473 75
1885,	128,551,658 54	73,706,622 04
1886,	130,687,969 02	71,012,497 49
1887,	150,469,414 02	81,646,094 60

GROSS INCOME.

The total gross income of these corporations for the year is \$53,650,438.27, an increase of \$4,334,617.77, being an increase of 8.8 per cent.

The following table gives a comparison for seven years :—

YEARS.	Gross Income.	Increase from Previous Year.	Per cent. of Increase.
1881,	\$37,764,395 83	—	—
1882,	40,846,370 10	\$3,081,974 27	8.1
1883,	43,380,387 63	2,534,017 53	6.2
1884,	43,119,302 70	261,084 93*	0.6*
1885,	44,623,350 85	1,504,047 65	3.5
1886,	49,315,820 50	4,692,470 15	10.5
1887,	53,650,438 27	4,334,617 77	8.8

The total expenses—including rents paid—of all the corporations amounted to \$40,417,503.92, an increase of \$4,530,264.74. The net income was \$13,232,934.35, being a decrease of \$195,646.97. The passenger earnings were \$25,285,736.69, an increase of \$1,954,410.98 over the year 1886, when they amounted to \$23,331,325.71. The freight earnings were \$24,782,921.65, an increase of \$1,942,558.12 over those of last year, which amounted to \$22,840,363.53.

* Decrease.

The local passenger earnings were \$17,009,841.66, an increase of \$1,236,118.54 over the figures of last year, which were \$15,773,723.12. The through passenger earnings were \$5,950,080.34, an increase of \$548,478.11 over the amount for last year, which was \$5,401,602.23. The express, mail, and other earnings included in total passenger earnings, as given above, amounted to \$2,325,814.69, being an increase of \$169,814.33, this item having been, in 1886, \$2,156,000.36. The local freight earnings were \$11,621,372.13; in 1886 they were \$10,929,413.10, showing an increase of \$691,959.03. Through freight was \$13,034,633.12, against \$11,852,778.57, an increase of \$1,181,854.55.

The income from all other sources of the freight department amounted to \$126,916.40, as against \$58,171.86, an increase of \$68,744.54. The following table gives the earnings in strictly railroad business during the past ten years:—

YEARS.	Total Transportation.	Increase or Decrease from Previous Year.	Percentage.
1877-78,	\$28,003,236 41	—	—
1878-79,	29,152,829 02	\$1,149,592 61	4.10
1879-80,	33,661,822 69	4,508,993 67	15.40
1880-81,	35,936,302 87	2,274,480 18	6.75
1881-82,	39,094,369 25	3,158,066 38	8.79
1882-83,	41,635,800 39	2 541,431 14	6.50
1883-84,	41,456,977 30	178,823 09*	0.43*
1884-85,	41,742,340 99	285,363 69	0.69
1885-86,	46,171,689 24	4,429,348 25	10.61
1886-87,	50,068,658 34	3,896,969 10	8.40

The following tables show the passenger and freight earnings for the past ten years, and the comparative amount of passenger and freight mileage during the same period:—

YEARS.	Passenger Earnings.	Freight Earnings.
1877-78,	\$12,949,970 76	\$13,782,724 66
1878-79,	13,035,047 44	14,813,337 69
1879-80,	14,532,368 06	17,741,746 39
1880-81,	17,328,495 48	18,607,807 39
1881-82,	19,567,274 71	19,527,094 54
1882-83,	20,602,289 13	21,033,511 26
1883-84,	21,207,200 42	20,249,776 88
1884-85,	21,549,369 27	20,192,971 72
1885-86,	23,331,325 71	22,840,363 53
1886-87,	25,285,736 69	24,782,921 65

* Decrease.

Passenger and Freight Mileage.

YEARS.	Total Passenger Mileage.	Total Freight Mileage.
1877-78,	593,060,781	715,480,187
1878-79,	616,871,131	806,064,933
1879-80,	708,645,422	959,429,750
1880-81,	788,422,761	1,080,802,796
1881-82,	892,321,207	1,130,070,652
1882-83,	943,245,658	1,220,824,418
1883-84,	1,007,136,376	1,229,368,472
1884-85,	1,041,628,073	1,266,160,455
1885-86,	1,124,148,045	1,391,626,438
1886-87,	1,242,031,078	1,517,932,012

The increase of passenger mileage—or passengers carried one mile—for the year amounts to 117,883,033. The increase of freight mileage, or tons of freight carried one mile, amounts to 126,305,574. The total number of passengers carried was 82,923,364, showing an increase of 7,080,783 over the previous year. The whole number of tons of freight carried was 24,605,140, as against 22,925,532; showing an increase of 1,679,608 tons.

EARNINGS PER MILE OF ROAD.

The average sum earned on each mile of main track and branch operated was \$12,117.29; or, computing double track as additional single track, the average per mile was \$9,688.21. The average transportation earnings per mile, on the seven roads of standard-gauge terminating in Boston, was \$11,580.58, being a decrease of \$24.10 per mile.

COST OF OPERATING.

The following table shows the cost of operating the roads during the past ten years, and the percentage of operating expenses, not including taxes, as compared with gross receipts:—

YEARS.	Cost of Operating per Mile of Road.	Percentage of Operating Expenses to Gross Receipts.
1877-78,	\$7,319 51	69
1878-79,	6,576 75	65
1879-80,	7,786 00	68
1880-81,	8,146 15	68
1881-82,	8,603 10	69
1882-83,	9,192 56	71
1883-84,	8,062 12	66
1884-85,	7,460 50	62
1885-86,	8,147 84	63
1886-87,	8,416 72	64

GROSS AND NET INCOME.

The total gross and net income of all the corporations for ten years, and the percentage of gross and net income compared with the permanent investments, were as follows :—

YEARS.	Total Gross Income.	Percentage to Permanent Investments.	Net Income.*	Percentage to Permanent Investments.
1877-78, .	\$29,053,008 76	17.0	\$9,232,811 98	5.4
1878-79, .	30,312,964 54	17.5	10,154,013 86	5.8
1879-80, .	35,140,374 77	19.5	11,191,815 53	6.2
1880-81, .	37,764,395 83	19.9	10,701,751 60	5.6
1881-82, .	40,846,370 10	20.5	19,902,202 95	5.5
1882-83, .	43,380,387 63	21.8	10,900,479 92	5.4
1883-84, .	43,119,302 70	20.4	11,048,618 19	5.2
1884-85, .	44,623,350 35	20.8	12,118,974 88	5.7
1885-86, .	49,315,820 50	23.0	13,428,581 32	6.3
1886-87, .	53,650,438 27	21.9	13,232,934 35	5.4

The net income of 1886-87 was earned by the several corporations in the following proportions as compared with their permanent investments :—

11 companies with	\$2,966,000	permanent investment had no net income:		
14 "	95,426,000	"	"	" 3½ per cent or less.
12 "	12,417,000	"	"	" 3½ to 5½ per cent.
8 "	46,424,000	"	"	" 5½ to 7½ "
8 "	54,076,000	"	"	" 7½ to 9½ "
3 "	33,569,000	"	"	" over 9½ per cent.
56 "	\$244,878,000	"	"	" net income † of 6.9 per cent.

* Gross income less total expenses and rents.

† Rents not deducted.

DIVIDENDS.

The total amount of dividends declared was \$7,550,901.61, an increase of \$693,395.31 over last year. Of the 60 corporations, 36 paid dividends varying from 2 to 10 per cent. The following table shows the amount paid in dividends by all the corporations for ten years, with the percentage to capital stock, and also the amount of interest paid:—

YEARS.	Amount Paid in Dividends.	Percentage to Total Capital Stock.	Interest Paid.
1877-78,	\$5,589,927 40	4.68	\$3,126,925 34
1878-79,	5,264,431 78	4.30	3,172,990 59
1879-80,	5,987,718 64	5.05	3,423,752 25
1880-81,	6,287,866 82	5.15	3,748,292 55
1881-82,	6,271,139 86	5.10	4,291,222 59
1882-83,	6,379,721 10	5.21	4,756,085 23
1883-84,	6,535,054 92	5.12	4,729,328 56
1884-85,	6,551,704 15	5.10	4,767,095 88
1885-86,	6,857,506 30	5.33	4,810,019 68
1886-87,	7,550,901 61	5.02	4,880,512 85

AMOUNT OF BUSINESS.

The annual passenger and freight movement on all the roads, for ten years, appears in the following tables:—

YEARS.	No. of Passengers Carried.	No. of Passengers Carried One Mile.	Average Distance Travelled.
1877-78,	37,318,427	593,060,781	15.85
1878-79,	39,217,634	616,871,131	15.73
1879-80,	45,151,152	708,645,422	15.70
1880-81,	49,834,491	788,422,761	15.82
1881-82,	55,868,694	892,321,207	15.97
1882-83,	61,530,747	943,245,658	15.33
1883-84,	66,517,265	1,007,136,376	15.29
1884-85,	69,603,700	1,041,628,073	14.97
1885-86,	75,842,581	1,124,148,085	14.82
1886-87,	82,923,364	1,242,031,078	14.98

YEARS.	Tons Freight Carried.	Tons Freight Carried One Mile.	Average Distance each Ton was Carried.
1877-78,	12,186,545	715,480,187	58.65
1878-79,	14,401,877	806,064,933	56.00
1879-80,	17,221,567	959,429,750	55.70
1880-81,	17,971,072	1,080,802,796	60.14
1881-82,	19,061,164	1,130,070,652	59.29
1882-83,	20,202,881	1,220,824,418	60.43
1883-84,	20,273,920	1,229,368,472	60.64
1884-85,	20,577,096	1,266,160,455	61.53
1885-86,	22,925,532	1,391,626,438	60.70
1886-87,	24,605,140	1,517,932,012	60.88

The miles run by passenger and freight trains, and the total miles run by all trains for the past ten years, were as follows :—

YEARS.	MILES RUN BY—		
	Passenger Trains.	Freight Trains.	All Trains.
1877-78,	10,301,893	9,266,252	21,438,329
1878-79,	10,792,629	8,974,993	22,755,910
1879-80,	11,350,716	9,809,975	24,975,392
1880-81,	12,413,290	10,398,539	27,205,783
1881-82,	13,636,169	10,598,126	29,052,800
1882-83,	14,244,658	11,382,154	31,150,823
1883-84,	15,157,425	11,282,338	32,304,333
1884-85,	16,212,988	11,722,667	34,168,999
1885-86,	17,268,159	12,303,808	36,441,043
1886-87,	18,522,488	13,057,794	39,391,079

COST OF RUNNING TRAINS.

The average cost of running trains one mile during this year on all roads reported has been \$0.883. The cost (not including taxes) of running each train mile for the past eight years was as follows :—

Cost per Total Train Mile.

1879-80,	\$0.902	1883-84,	\$0.895
1880-81, . . . .	.810	1884-85, . . . .	.813
1881-82, . . . .	.863	1885-86, . . . .	.845
1882-83, . . . .	.949	1886-87, . . . .	.883

The following table shows the cost, not including taxes, for five years per total train mile to each of the leading corporations of the State : —

	COST PER TOTAL TRAIN MILE.				
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Boston & Albany, . . .	\$1.003	\$0.927	\$0.819	\$0.933	\$0.967
Boston & Lowell, . . .	.830	.781	.650	.680	.706
Boston & Maine, . . .	.964	.900	.805	.805	.807
Boston & Providence, . . .	1.275	1.220	1.158	1.216	1.563
Eastern, . . .	.838	.818	—	—	—
Fitchburg, . . .	.887	.800	.748	.753	.805
New York & New England, . . .	.922	.932	.839	.834	.823
Old Colony, . . .	1.008	.879	.863	.909	.935
Connecticut River, . . .	.998	.936	.906	.967	1.020
New York, New Haven & Hartford, . . .	.981	.968	.898	.937	1.016
Providence & Worcester, . . .	1.026	1.072	.961	.994	.930

The cost of certain specified items of train service per total train mile for the last six years is divided as follows : —

	1882.	1883.	1884.	1885.	1886.	1887.
Repairs of road-bed, . . .	\$0.125	\$0.133	\$0.122	\$0.118	\$0.122	\$0.125
of bridges, . . .	.017	.024	.024	.023	.025	.022
of rails, . . .	.028	.030	.021	.015	.015	.013
of locomotives, . . .	.061	.066	.060	.054	.056	.054
of passenger cars, . . .	.096	.092	.039	.035	.039	.041
of freight cars, . . .	.141	.138	.043	.035	.047	.048
Wages, . . .	.279	.287	.283	.268	.272	.284
Oil and waste, . . .	.011	.011	.010	.008	.007	.007
Fuel, . . .	.121	.124	.111	.094	.091	.095
Totals, . . .	\$0.879	\$0.905	\$0.713	\$0.650	\$0.674	\$0.689

The earnings for each revenue-train mile, for each passenger-train mile, and for each freight-train mile, on eleven of the principal roads in the State during the past five years, are given in the following tables : —

	EARNINGS PER TOTAL REVENUE-TRAIN MILE.				
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Boston & Albany, . . .	\$1.638	\$1.542	\$1.406	\$1.596	\$1.628
Boston & Lowell, . . .	1.674	1.451	1.199	1.139	1.225
Boston & Maine, . . .	1.709	1.587	1.541	1.580	1.584
Boston & Providence, . .	1.838	1.749	1.715	1.763	1.802
Eastern,	1.648	1.580	—	—	—
Fitchburg,	1.532	1.394	1.324	1.337	1.417
New York & New England,	1.320	1.360	1.466	1.638	1.646
Old Colony,	1.668	1.685	1.723	1.727	1.730
Connecticut River, . . .	1.855	2.080	1.691	1.828	1.914
New York, New Haven & Hartford,	1.804	1.772	1.767	1.886	1.876
Providence & Worcester, .	2.013	1.832	1.962	2.110	2.192

	EARNINGS PER PASSENGER-TRAIN MILE.				
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Boston & Albany, . . .	\$1.990	\$1.824	\$1.733	\$1.783	\$1.754
Boston & Lowell, . . .	1.047	1.071	.954	.888	.978
Boston & Maine, . . .	1.513	1.402	1.373	1.402	1.407
Boston & Providence, . .	1.563	1.499	1.471	1.527	1.542
Eastern,	1.458	1.420	—	—	—
Fitchburg,	1.132	1.011	.965	.924	.978
New York & New England,	.988	1.018	1.074	1.161	1.191
Old Colony,	1.477	1.444	1.415	1.398	1.402
Connecticut River, . . .	1.253	1.593	1.112	1.239	1.305
New York, New Haven & Hartford,	1.821	1.835	1.726	1.815	1.756
Providence & Worcester, .	1.555	1.221	1.560	1.591	1.566

	EARNINGS PER FREIGHT-TRAIN MILE.				
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Boston & Albany, . . .	\$1.433	\$1.359	\$1.199	\$1.465	\$1.530
Boston & Lowell, . . .	3.547	2.266	1.519	1.469	1.536
Boston & Maine, . . .	2.145	2.029	1.904	1.941	1.941
Boston & Providence, . .	2.579	2.498	2.451	2.450	2.674
Eastern,	1.998	1.880	—	—	—
Fitchburg,	1.892	1.768	1.728	1.792	1.915
New York & New England,	1.652	1.729	1.966	2.216	2.154
Old Colony,	1.997	2.177	2.450	2.562	2.562
Connecticut River, . . .	3.066	2.639	3.060	3.167	3.286
New York, New Haven & Hartford,	1.775	1.670	1.844	2.014	2.109
Providence & Worcester, .	2.513	3.205	2.426	2.734	3.122

FARES AND FREIGHTS.

The four following tables show the average fares on all roads, the average fares and freights for eight years on the leading roads, and the change in average rate of freight on six roads since 1865 : —

Average Fare on all Roads in the State.

1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
\$0.0221	\$0.0220	\$0.0200	\$0.0201	\$0.0192	\$0.0187	\$0.0188	\$0.0185

Average Fares for Six Years.

	FARES.					
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	1.99	2.08	1.91	1.84	1.85	1.88
Boston & Maine, . . .	1.95	1.97	1.90	1.74	1.80	1.83
Boston & Providence, .	1.96	1.88	1.88	1.84	1.87	1.85
Old Colony, . . .	2.00	2.00	1.87	1.70	1.70	1.50
Boston & Lowell, . . .	1.67	1.94	2.12	2.04	2.06	2.13
Fitchburg, . . .	1.71	1.77	1.65	1.83	1.75	1.89
Eastern, . . .	1.88	1.82	1.72	—	—	—
New York & New England,	2.09	2.46	2.01	1.93	2.02	2.07
Connecticut River, . .	2.48	2.36	2.37	2.34	2.42	2.42
New York, New Haven & Hartford, . . .	1.81	1.98	1.96	1.94	1.92	1.77
Providence & Worcester,	2.12	2.14	2.12	2.08	2.10	2.10

Average Freights for Six Years.

	FREIGHTS.					
	1882.	1883.	1884.	1885.	1886.	1887.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany,	1.07	1.20	1.09	0.94	1.10	1.10
Boston & Maine,	2.35	2.24	2.34	2.13	2.27	2.22
Boston & Providence,	2.83	2.83	2.82	2.83	2.84	2.93
Old Colony,	3.04	3.16	3.00	2.90	2.93	2.90
Boston & Lowell,	2.60	2.98	2.33	1.77	1.67	1.71
Fitchburg,	1.18	1.19	1.09	1.06	1.07	1.13
Eastern,	2.03	1.92	1.81	—	—	—
New York & New England, . .	1.77	1.38	1.41	1.71	1.67	1.63
Connecticut River,	3.07	3.04	3.05	2.96	2.81	2.92
New York, New Haven & Hartford,	1.98	1.89	1.96	1.96	2.00	1.95
Providence & Worcester, . . .	2.78	2.96	3.09	2.45	2.49	2.55

Average Rates of Freight, 1865 and 1887.

	Rate 1865. Cents.	Rate 1887. Cents.	Per cent. of 1865 to 1887.
Boston & Albany,	3.90	1.10	28
Boston & Maine,	4.58	2.22	48
Boston & Providence,	4.38	2.93	67
Connecticut River,	6.20	2.92	47
Fitchburg,	4.10	1.13	28
Old Colony,	3.20	2.90	91

STEEL RAILS.

During the year, 329.527 miles of steel rail were laid as against 237.434 laid last year, making the whole amount now laid 3,903.167 miles; being nearly 97 per cent. of the total of main line, including double track and branches. The amount of steel rail laid each year for six years is shown in the following table:—

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Steel rail (miles), .	331	308	347	215	237	329

ROLLING STOCK.

The increase in the number of locomotives during the year has been 105, and of passenger cars, 133; mail and baggage cars have increased 46; freight and miscellaneous cars have increased 2,881.

The following table shows the amount of rolling stock returned for the last seven years : —

	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Locomotives, .	1,161	1,222	1,286	1,391	1,416	1,445	1,550
Passenger cars, .	1,568	1,658	1,790	1,948	1,993	2,058	2,191
Mail and baggage cars, .	432	463	482	525	509	518	564
Freight cars, .	24,502	26,382	28,008	29,701	29,957	31,319	34,200

EMPLOYEES.

The average number of persons employed by the railroad corporations was 34,200, being 2,881 more than in the year before. The following table shows the number employed for each of the past eight years : —

1879-80, . . .	21,615	1883-84, . . .	30,590
1880-81, . . .	25,490	1884-85, . . .	30,069
1881-82, . . .	27,403	1885-86, . . .	31,188
1882-83, . . .	29,844	1886-87, . . .	34,200

The whole number employed by all the corporations making returns to this Board is 39,422.

STREET RAILWAYS.

Returns were received from 44 street railway companies. During the year five have been incorporated and added to the list, — the Suburban, West End, Plum Island, Worcester Consolidated and the Union. The Worcester Consolidated was incorporated under a special act, being a consolidation of the Worcester and Citizens' Companies. The Union is a consolidation of the Acushnet and New Bedford & Fairhaven

Companies under a special act. The Salem & Danvers has been purchased by the Naumkeag. The name of the Stoneham Company has been changed by a special act to East Middlesex. The Charles River, Highland, Middlesex and Salem Companies, having been consolidated or purchased by other companies, have been dropped from our list.

The aggregate capital stock is \$10,096,800.00, being an increase of \$971,155.00; their gross debt has also increased \$982,978.29, and now amounts to \$6,447,707.90. The aggregate of stock and gross debt is now \$16,544,507.90.

One corporation made a dividend of 13 per cent., two of 10, three of 8, one of $6\frac{1}{2}$, ten of 6, two of 4, five of 3, one of $2\frac{1}{2}$; while nineteen declared no dividends.

The average rate of dividend on the total amount of capital stock was 5.26 per cent.; and the net earnings amount to 5.56 per cent. on the aggregate of capital stock and gross debt.

The whole length of track, including branches, sidings, and double track, amounts to 507.085 miles, being an increase of 66.950 miles. The average cost was \$17,628.37 per mile for permanent way, \$8,334.57 for equipment, and \$8,685.86 for land and buildings; making a total cost of \$34,648.80 for each mile of road owned. The number of round trips was 3,222,607, an increase of 344,602 over the previous year; with a mileage of 20,625,846, an increase of 964,171. Passengers were carried to the number of 124,787,328, being an increase of 12,699,944 over the number carried during the preceding year. The number of passengers carried on the street railways exceeded the number on the steam roads by 41,863,964.

The gross income was \$6,459,524.80, an increase of \$580,941.75. There was a decrease of net income of \$107,614.17; with an increase of dividends paid amounting to \$36,850.00.

The average amount received for the conveyance of each passenger was 5.18 cents, and the average cost of carrying each person amounted to 4.44; the net profits to the companies being 0.74 cent, against 0.87 cent as compared with last year. The average cost of a round trip was \$1.72, with a profit of 28 cents, being a decrease of 7 cents from last year.

The whole number of horses was 11,874, being an increase of 1,085; the number of cars was 2,633, showing an increase

of 344, and the number of other vehicles was 148. The number of persons employed on street railways was 5,222, being an increase of 607 over last year. The number of accidents reported was 131, of which eight were fatal. The number injured the previous year was 86; nine of whom were killed.

West End Street Railway.

The duties of the Commission, with reference to street railways, have been increased during the past year. By chapter 413 of the Acts of 1887, being an act to authorize the West End Street Railway and certain other street railway companies to unite and consolidate with each other, it was provided that the terms and conditions of leases, purchases, sales and consolidations under the act should be such only as may be approved by the Board of Railroad Commissioners, and under this act the Board was called upon to approve, and after examination did approve, the terms of sale of the property of the Cambridge, the Metropolitan, the South Boston and the Boston Consolidated Street Railway companies to the West End Street Railway Company. The property of those corporations, in accordance with such terms of sale, was on November 12 transferred to the West End Street Railway Company, and all of said properties are now operated under one management.

Section 3 of said chapter 413 authorizes the West End Street Railway Company to increase its capital stock as provided by the laws of the Commonwealth and also to such an amount as the Board of Railroad Commissioners may determine to be necessary or expedient to carry into effect the provisions of the act. Section 5 provides that the company may locate, construct and maintain tunnels between convenient points in the city of Boston, after obtaining the consent of the board of aldermen and of the Board of Railroad Commissioners. This section seems to impose upon the Board the duty to pass, not only upon the location of the tunnel, but upon its expediency and method of construction. Section 8 provides that no location and no alteration, or revocation of a location of a street railway, and no authority to run cars over or use the tracks of another street railway, whether surface or elevated, in the city of Boston, or Cambridge, or in the town of Brook-

line, shall hereafter be valid until approved by this Board. When the act was under consideration the chairman of the Board appeared before the committee on Street Railways, and called the attention of the committee to the additional labor which the act imposed upon the Board, and urged that it might be relieved therefrom. The duties of the Board with reference to steam railroads alone are at best arduous and varied, and open a wide field of investigation which it is exceedingly difficult to do justice to, and the Board regrets that the Legislature deemed it necessary or expedient to throw upon it additional labor of so important and troublesome a character with reference to street railways. The power given by section 8 is practically a veto power in regard to locations and alterations, or revocations of locations, and thus the Board may be brought in conflict with the city authorities upon matters on which they have, after a public hearing, previously acted, and which have always been deemed to be within their special province.

In the year 1882 an appeal from the County Commissioners to this Board was given in decisions relating to separations of grades. In the report for 1885 the Board called attention to the matter, urging that such second trial was contrary to the general policy of our law, and that the law was further objectionable, because it allowed an appeal from the appropriate tribunal to one less familiar with the considerations involved. In accordance with the recommendation of the Board, the provision allowing an appeal was by the Legislature of that year repealed. As in that case, so in the matter of locations of street railways, the Board believes that there should be no second trial, or at least that it is not the proper tribunal before which a second trial should be had.

The decision of the Board in reference to the petition of the West End Street Railway Company, asking for authority to increase its common stock from \$80,000 to \$1,200,000, will be found in the Appendix. This decision covers several important questions as to increase of capital, and also as to the character of the restrictions which can be imposed by the board of aldermen of a city or by the selectmen of a town, under Public Statutes, chap. 113, sect. 7.

It was held, that the authority to grant a location, under such

restrictions as the interests of the public may require, does not contemplate or authorize a sale of a location for a sum of money or other valuable consideration, or a grant of a location upon condition that land shall be contributed for the widening of a street. An examination of the reports of this Board does not lead to the discovery of any instance of a sale of a location. In the case of the Middlesex Railroad Company a portion of its location was granted on condition that rates within certain limits should not exceed three cents. The company accepted the location but refused to submit to the condition on the ground that it was illegal, and the condition was never enforced. In a decision, embodied in the report of the year 1882, page 122, it is stated with reference to this condition that the general opinion of the legal profession is, that a municipal board has no right to annex such a condition to the grant of a location, and the Board expressed its concurrence in that opinion.

In relation to the power of street railway companies to purchase real estate the Board held that section 18, which authorizes every street railway company to purchase and hold such real and personal estate as may be necessary or convenient for the operation of its road, does not authorize a street railway company to purchase land to be contributed to the widening of a street, no part of such land being used for the railway tracks.

The question may soon arise whether a street railway company can legally purchase land outside of streets, for the purpose of constructing its tracks thereon. In connection with the Harvard Bridge, so called, over Charles River, another new question is imminent, — namely, whether it is within the corporate powers of a street railway company to join with a city or town in paying the expense of the construction of a bridge, over which a location has been granted to it.

The expediency of legislation covering these two matters deserves consideration.

Consolidations.

As in the case of steam railroads so among street railway companies, an unusual number of consolidations has been made during the past year. The Worcester and the Citizens'

Street Railway Companies have been consolidated under the name of the Worcester Consolidated Street Railway Company. The Acushnet and the New Bedford & Fairhaven Street Railway Companies have been consolidated under the name of the Union Street Railway Company. The Salem & Danvers Street Railway Company has been purchased by the Naumkeag Street Railway Company. The Metropolitan Railroad Company, the Boston Consolidated Street Railway Company (which was formed by a consolidation of the Highland Street Railway Company and the Middlesex Railroad Company), the South Boston Railroad Company and the Cambridge Railroad Company (which was formed by a consolidation of the Charles River Street Railway Company and the Cambridge Railroad Company) have been consolidated into the West End Street Railway Company. Thus there is now one railroad in the city of Boston, operating the lines formerly operated by six different corporations.

The advantages and disadvantages of consolidation of competing lines have often been discussed in these reports. An interesting claim is made, with reference to the advantages to follow from a consolidation of the street railway companies in the city of Boston, and deserves mention. It is, that under the old system each one of the six railways was obliged to take an active part in the politics of the city, in order to protect its rights from encroachments in the interest of other railways. It is now claimed that, as there will be no other railway to encroach, the city elections will be more free from this dangerous corporate influence.

STEAM RAILROADS.

Leases and Consolidations.

During the past year the following leases and consolidations have been effected :—

The New Haven & Northampton Railroad Company, the Connecticut Valley Railroad Company, the Stamford & New Canaan Railroad Company, and the Naugatuck Railroad Company, have been leased to the New York, New Haven & Hartford Railroad Company for the term of ninety-nine years.

The Boston & Lowell Railroad has been leased to the Boston & Maine Railroad for ninety-nine years, and the Manchester & Lawrence Railroad has been leased to the Boston & Maine Railroad for fifty years.

The Milford & Woonsocket Railroad and the Milford, Franklin & Providence Railroad have been leased to the New York & New England Railroad Company, and an agreement for a lease of the Boston & Providence Railroad to the Old Colony Railroad Company for the term of ninety-nine years has been entered into, subject to the approval of the Legislature and thereafter of the stockholders of the respective roads.

The Hanover Branch Railroad has been purchased by the Old Colony. The Dorchester & Milton Railroad, which many years ago became the property of the Old Colony, has ceased to be recognized as a separate organization and has been incorporated into the Old Colony, and the Troy & Greenfield and Hoosac Tunnel, the Boston, Hoosac Tunnel & Western, and the Troy & Boston Railroads have been consolidated with the Fitchburg Railroad Company.

The Troy & Greenfield Railroad.

The annual hearing by the Board, under the contract with the Fitchburg Railroad Company for operating the State road, showed the following result for the year ending Sept. 30, 1886 : —

Gross revenue,	\$569,910 78
Gross earnings,	531,487 93
Expenses,	260,698 96
Balance due the State,	270,788 97
Amount already paid the State by the Fitchburg R.R. Co., .	262,897 03
Amount due the State by the Fitchburg R.R. Co.,	7,891 94

The operating expenses are 49.051 per cent. of the gross earnings, against 49.477 the previous year. This percentage applies by contracts to the other railroad companies engaged in operating the State road.

The Fitchburg Railroad Company claimed as expenses \$273,909.54, which would have entitled it to 51.536 per cent. of the gross earnings.

ACCIDENTS.

The record of accidents for the year ending Sept. 30, 1887, is even more lamentable than that of the preceding year, though that far exceeded the average in the number of casualties. Ten collisions and eight derailments caused the death of 28 persons and injured nearly 200. These accidents were investigated by the Board and special reports on the most serious will be found in the Appendix.

The whole number of persons injured (as reported to the Board at the time the accidents occurred) was 802, an increase of 211 over last year, due in a great measure to the Bussey Bridge disaster. Of these, 198 were passengers, 357 were employees, 54 were travellers at highway crossings and persons lawfully at stations, and 193 were trespassers, who were unlawfully on the track or stealing rides on freight trains. The number of passengers killed or injured was larger than last year by 84, and there were 83 more casualties to employees; an increase of more than 73 per cent in passengers, and 30 per cent in employees. There were ten more persons killed or injured at grade crossings and stations, and 34 more trespassers suffered the penalty of their offence.

Of passengers 23 were killed and 121 were injured by causes beyond their own control; while 14 were killed and 40 were injured through their own misconduct or want of caution, a slight decrease in the total casualties of this class from the preceding year. There is a discrepancy in the number of passengers injured in the Bussey Bridge disaster as returned at the time of the accident and the number reported in the annual return of the Boston & Providence Railroad. The number first reported was 100, but by the annual return the number known and claiming to have been injured was more than 200. A large part of this excess is probably made up of indefinite, uncertain, and perhaps imaginary injuries. The table of accidents in the Appendix is compiled from the reports made at the time the accidents occurred.

Of the casualties to employees 79 were fatal and 278 were not fatal. Eleven were killed and 111 were injured when coupling or uncoupling freight cars. Eight of these accidents

occurred where one of the couplers was an authorized automatic coupler, 1 where both couplers were authorized automatic couplers of the same kind, and 5 occurred in coupling passenger cars equipped with the Miller hook to freight cars having the link and pin draw-bar. Four employees were killed and 6 were injured by contact with overhead bridges or other structures less than eighteen feet above the track; 6 were killed and 26 injured by train accidents; 24 were killed and 50 were injured by falling from trains; and 34 were killed and 85 were injured by accidents from a great variety of causes. Most of them were due to crossing or standing on tracks or incautiously stepping in front of a moving engine or car in railroad yards, or jumping from moving trains.

At grade crossings of highways protected by gates or flagmen there were 17 casualties, and at crossings without gates or flag there were 30; of these 19 were fatal and 28 not fatal. This is a decrease of 3 fatal accidents and an increase of 15 not fatal. Three persons were killed and four were injured when imprudently crossing the tracks at stations.

Trespassers as usual furnish the largest number of fatal casualties, 126 having been killed while 67 were injured not fatally. Last year 91 were killed and 68 were injured. Of the trespassers killed 11 are reported as apparently suicides. Twenty-six were reported as intoxicated at the time of the accident, and it is not improbable that others who were killed while lying on the track were in a like condition. It appears also from the reports that eight of the passengers killed or injured through their own imprudence were under the influence of liquor.

If all the companies adopt the same rule in reporting accidents, there is a great difference in the number of actual casualties on the several roads in proportion to their traffic. In the case of passengers killed and injured through their own fault there are no sufficient data on which to base a comparison, as we do not know the number of passengers carried in Massachusetts. The following table shows the ratio of passengers injured to the miles operated in Massachusetts, but as some roads carry more passengers than others on the miles operated within the State, the comparison is not accurate.

RAILROADS.	Miles Operated in Massachusetts.	Passengers Injured by their Own Fault.	Ratio.
Boston & Albany,	332	7	1 to 47 miles.
Boston & Lowell,	191	5	1 to 38 "
Boston & Maine,	262	16	1 to 17 "
Boston & Providence,	57	2	1 to 28 "
Fitchburg,	227	12	1 to 19 "
New York & New England,	109	1	1 to 109 "
Old Colony,	460	7	1 to 65 "
Four Southern roads,	958	17	1 to 56+ "
Three Northern roads,	680	33	1 to 20+ "

The old Colony Railroad, being almost wholly within the State, affords the fairest ratio of passengers injured to miles operated. It will be seen that the proportion of such accidents to miles operated is much less on the four roads entering the city on the south side than on those entering on the north side. This is also true in comparing these casualties with the total number of passengers carried — being 1 to 1,920,881 on the south side roads, and 1 to 933,002 on the north side roads. The ratio would be still more favorable to the south side roads on the basis of total passengers carried within the State on the several roads. The question arises whether the passengers on the south side roads are more careful than those on the north side roads, or are better guarded from the results of their own imprudence, — or if the accidents are as fully reported.

There is a similar difference in the reported accidents to employees, and it is evident that the several roads do not adopt the same rule as to what casualties shall be reported. While some report slight injuries both to passengers and employees, others report only those which are fatal or very serious. The Boston & Albany and the Fitchburg report many accidents to employees while coupling or uncoupling cars, while the Boston & Providence reports no accident of that kind, and the Old Colony but three. Many of the injuries reported by the former roads are comparatively slight, and it does not seem probable that the employees of the Boston & Providence and the Old Colony escape the minor accidents of

bruised thumbs and broken fingers which occur so frequently on the Boston & Albany and the Fitchburg roads.

The following table shows the proportion of employees killed and injured to the whole number on the several roads terminating in Boston : —

RAILROADS.	Total Number of Employees.	Number Killed and Injured.	Ratio.	Per Cent.
Boston & Albany,	5,698	96	1 in 59	.017
Boston & Lowell,	4,066	41	1 in 98	.010
Boston & Maine,	5,017	33	1 in 152	.006
Boston & Providence,	1,011	5	1 in 202	.004
Fitchburg,	3,324	82	1 in 40	.024
New York & New England,	3,189	50	1 in 63	.015
Old Colony,	3,517	17	1 in 207	.005

The last railroad year makes an unfortunate comparative showing in accidents to passengers from causes beyond their own control. The proportion of killed and injured to the total number of passengers carried was — killed, 1 in 3,605,363; injured — 1 in 685,317. This is, with one exception, the highest ratio for any year in the last decade, as shown by the following table : —

Passengers Killed and Injured from Causes beyond their own Control.

YEAR.	Killed.	Injured.
1878,	0 in 37,318,427	1 in 18,659,213
1879,*	1 in 2,246,522	1 in 232,057
1880,	1 in 45,151,152	0 in 45,151,152
1881,	1 in 12,458,622	1 in 7,119,213
1882,	1 in 55,868,694	1 in 18,622,898
1883,	0 in 61,530,747	1 in 2,563,781
1884,	1 in 3,482,952	1 in 1,160,984
1885,	0 in 69,603,700	1 in 5,800,308
1886,	1 in 7,584,258	1 in 2,166,931
1887,	1 in 3,605,363	1 in 685,317

None of these tables, however, are satisfactory for purposes of comparison, because, while the number of accidents given

* The Wollaston accident occurred in October, 1878, and is included in the statistics for the year ending Sept. 30, 1879.

include only those in Massachusetts, the number of passengers carried include all carried outside of, as well as within, the State; and the number of employees includes all employed on the whole length of the roads operated by the several companies. In the case of passengers, if we had the number carried in Massachusetts we should find the exact ratio; and in the case of employees, if we had the number employed in Massachusetts and the freight train mileage within this State, comparisons between the several roads would be more fair.

From the monthly record of train accidents in the United States, published in the Railroad Gazette, a general statement in tabular form is given in the Appendix. This record is not official and is probably not complete, but is sufficiently accurate for general information and for ordinary purposes of comparison. The table of causes of accident in each month is discontinued as of little practical value.

BUSSEY BRIDGE DISASTER.

The Appendix contains the special report made to the Legislature of last year in relation to the Bussey Bridge disaster, so called, on the 14th of March last. Among the concluding paragraphs of that report is the following:—

The disaster and the facts which have been disclosed impose a grave responsibility on the Board of Directors. It is their duty by the most searching inquiry to ascertain forthwith whether any other work has been done in a like negligent and incompetent manner, whether in other matters reasonable and well-approved precautions against accident have been ignored or neglected, and whether false economy has been practised and safety sacrificed. They should not rest until they have taken the most energetic measures, without regard to expense and without regard to persons, to correct the past and to ensure better and safer management in the future.

On the 25th of November the Board sent a communication to the president and directors of the Boston & Providence Railroad, asking them to report what action had been taken by them in consequence of the findings and recommendations contained in the report of the Board, in relation to the disaster. The following answer has been received:—

Boston, December 13, 1887.

HON. GEORGE G. CROCKER, *Chairman of the Board of R. R. Commissioners.*

SIR:—In your communication of the 25th of last month the directors were requested to report on or before the 15th of December what action had been taken in consequence of the findings and recommendations of your Board in the matter of the Bussey Bridge disaster.

Previous to the publication of the Commissioners' report, which bears no specific date, Mr. Samuel L. Minot, a well-known civil engineer of this city, was asked by the directors to take charge of all bridges on the line of the road. In the month of May he was formally appointed an officer of the corporation.

In accordance with Mr. Minot's recommendation work was continued for the completion of two important bridges, the plans for one of which met with his full approval. Plans for the other were somewhat changed at his suggestion.

Under Mr. Minot's supervision seven highway and eighteen track bridges have been strengthened or renewed, or are in the course of renewal. The details relating to track bridges were filed in the office of the Commissioners on the 31st of October last.

The sums expended on bridges during the last twelve years and in doing away with open bridges by solid filling, the latter large outlay charged to track account, indicate that there has been no parsimony shown by the corporation in caring for this most important feature of a railway.

Owing to inevitable drawbacks the work proposed for this year has not gone on as speedily as was hoped for.

The breaking down of the Roslindale Bridge led to a demand upon the iron bridge builders of the country which they have not been able to meet.

Materials promised to this road in October will not be delivered before the twentieth of the current month of December. It is proposed, however, to continue work during favorable days or weeks of the winter.

Although referring to details not within your jurisdiction, it seems proper to add that the bridges falling to the special care of this corporation in Rhode Island have been thoroughly inspected and cared for. In the city of Pawtucket a stone bridge or arch over the Moshasuck River, similar to that about completed at Roslindale, is well under way. The cost is to be borne jointly by the Providence & Worcester Railroad and this Company.

Respectfully submitted for the directors,

HENRY A. WHITNEY, *President.*

The foregoing letter is not as full as it was hoped it would be. In commendation of the company it should be stated that through its instrumentality the location of South Street, in the vicinity of the Bussey Bridge, has been changed so that it now crosses under the tracks at a right angle, and that the stone arch which has been erected to take the place of the fallen bridge is a substantial and satisfactory structure.

TRAIN ACCIDENTS.

It is important that this Board should be notified at once, by telegraph or telephone, of any serious train accident. The examination of a wreck before it has been disturbed renders the investigations into the causes of the accident much less difficult. It is true that the wreck may be burned, and that in many cases, even when notice is given immediately, it will be necessary, before any member of the Board can arrive on the scene, to clear away the wreck for the passage of trains, to replace sleepers, frogs and rails, and perhaps break up shattered cars so as to get them out of the way, and that important features may thus be lost sight of. It should be made the duty of some official, after attending to the wounded, to make a rough diagram of the wreck, showing the locations of the different parts of it with reference to each other and surrounding objects, such as trees, rocks, telegraph poles, houses, etc.; and also a brief, general description of the condition of its different portions.

Great assistance in investigating the causes and details of the Bussey Bridge disaster was rendered by the numerous photographs which were taken. Amateur photography is now so common, and the process so simple, that it seems not unreasonable to request that railroads, in connection with their wrecking apparatus, should have a photographing outfit, and that they should, when possible, cause photographs to be taken of the wreck from several points of view, so that the exact position of it with reference to surrounding objects, and the condition and position of the cars, bridge or other débris, may be clearly shown. No legislation upon this subject is necessary, as the railroads will undoubtedly comply with the expressed wish of the Board.

INVESTIGATIONS AND INQUESTS IN CASES OF DEATH.

By section 18 of chapter 112 of the Public Statutes the Board is required to investigate the "causes of any accident on a railroad resulting in loss of life." By section 13 of chapter 26 of the Public Statutes it is provided that "an inquest shall be held in all cases of death by accident upon a railroad," in the same manner as in the case of deaths caused by violence. Such an inquest is held by a justice of the district, police or municipal court for the district or city in which the body lies, or by a trial justice.

It is further provided in said chapter that the district attorney, or some person designated by him, may attend the inquest and examine all witnesses, and that he or the justice may issue subpœnas for witnesses. Section 15 provides that "the presiding justice or trial justice shall, after hearing the testimony, draw up and sign a report in which he shall find and certify when, where and by what means the person deceased came to his death,—his name, if known, and all material circumstances attending his death; and if it appears that his death resulted wholly or in part from the unlawful act of any other person or persons, he shall further state the name or names of such person or persons, if known to him, and he shall file such report with the records of the Superior Court in the county wherein the inquest is held."

The statutes therefore require two independent investigations to be made in all cases of death by accident upon a railroad. The object of the inquest, as clearly shown in the statute, is to find out whether any crime has been committed. If such is found to be the case provision is made for arrest and indictment. The object of the investigations by the Board of Railroad Commissioners is different from that of the inquest. Its purpose is to find out the cause of the accident with a view to taking such steps and making such recommendations, or securing the passage of such legislation, as may be calculated to prevent the recurrence of similar accidents. The character of the investigation of course differs with its object, but inquests by a judge and investigations by a board of railroad commissioners have always many features in common, and, moreover, the inquest may show that the accident was of such a nature that

it could not be further guarded against. The inquest and investigation, therefore, duplicate each other to a considerable extent, and in order to save this work from being done twice the suggestion is made that a law be passed requiring, in cases of death by accident on a railroad, a verbatim report of the evidence given at the inquest to be made and forwarded forthwith to the Board of Railroad Commissioners. To this end it should be made the duty of the justice or district attorney to secure the attendance of a short-hand reporter, and it seems reasonable that the expense attending the taking and writing out of the testimony should fall upon the railroad companies either collectively, as in the case of other expenses of the Board of Railroad Commissioners, or upon the railroad company upon whose line the accident happened. It is believed that the railroad companies would not object to incurring this expenditure, inasmuch as it would enable them at the office of the Board of Railroad Commissioners to find a correct statement of the testimony as given at the inquest. This Board, having received the report of the evidence, as taken at the inquest, could then conduct such further investigations as seem to it desirable. It is, of course, not intended that the Board shall, in all cases, await the report of the testimony taken at the inquest before making any investigations into an accident. It is the intention of the Board to make an examination without delay in all cases in which evidence is likely to be lost or distorted unless taken at once. In many cases, however, especially in those happening in remote portions of the State, the report of the evidence given at the inquest will be very valuable and instructive, and in fact, being taken by a justice familiar with the neighborhood and the people in the vicinity, may develop features which the Board would otherwise fail to discover.

GRADE CROSSINGS.

The number of crossings of railroads by public ways at grade, according to the returns, is 2,128, of which 765 are protected by gates or flagmen.

In the report made in January, 1885, the Board, under a resolve calling upon it to examine and report upon the subject of providing for the gradual abolition of grade crossings in cities and the populous parts of towns, entered into a full dis-

cussion of the dangers attendant upon grade crossings, and the difficulties in the way of their abolition, and suggested certain amendments of the law, most of which were incorporated in chapter 194 of the Acts of that year. That act improved and simplified the law, and in connection with chapter 295 of the Acts of last year provided for an equitable distribution of the expense of separating grades. There were, however, two suggestions made in that report which have failed to be incorporated in legislation. One suggestion was, that some provision should be made by which private crossings could be abolished. The statutes provide the machinery for a separation of grades where a highway or townway and a railroad cross each other on the same level, but there is no provision for a separation of grades in the case of, or for closing up, a private crossing. The Board suggested that it was worthy of consideration "whether railroad corporations ought not to be allowed to call upon the county commissioners for a right to abolish a private crossing, upon paying damages, to be assessed by them, with an appeal to a jury either as to damages alone, or as to the discontinuance and of damages." These private crossings are in many cases an unnecessary source of danger to the travelling public. There are no statistics showing how many persons have been injured or what accidents have happened at private crossings. The number is probably small, but the opportunities are numerous, and the elements which lead to serious accidents are involved. Moreover, it is not an unusual thing for the use of a private crossing to become so general and so great that it is desired to make it a public street. Thus, that which is one year overlooked as insignificant becomes, in the course of years, a serious evil.

There is a large number of these crossings in the Commonwealth, and the Board renews the recommendation made in 1885 that some provision may be made so that railroads, upon paying the owner for the damage done to him, may be allowed to close up a private way under such restrictions and safeguards as the circumstances may seem to require. Some of the railroads possessed of a progressive spirit, and disposed to provide for the future, would undoubtedly be willing to incur the expense in order to avoid the danger, while others would need to be urged on to take a step which would

involve them in expense, and would relieve them only from such dangers as are consequent upon other people's carelessness. If a railroad, in order to promote the safety of the travelling public, is willing to pay for the damage to private property caused by closing up a private way, assessed by a jury, which would be likely to give the owner of the land very full compensation, it ought to be allowed to do so.

In the report of January, 1885, the Board suggested that the county commissioners might in each case be required by law to determine whether the private crossing ought to be abolished, but the reasons for placing greater limitations on the right to stop up a private way than are placed upon the right of a railroad to take the land itself are believed to be more imaginary than real.

The other suggestion made in the report of 1885, and renewed in the report of last year, was that, in case of the laying out of a town or highway over an existing railroad, some provision should be made for a division of the cost of separating grades between the cities, towns and counties interested and the railroad company. The case is very clearly and forcibly stated on pages 43 and 44 of said report of January, 1885, and the Board respectfully calls the attention of the Legislature to the statements and arguments there made.

If there is an existing crossing of a railroad by a public way at grade, provision is made for a division of the cost of separating the grades, so that the railroad company is obliged to pay its share.

If, however, it is proposed to lay out a public way across a railroad, even where a private crossing previously existed, there is no provision for dividing the expense of avoiding a grade crossing.

If a grade crossing is established the railroad company may be put to the expense of protecting the crossing by gates and a gatekeeper, or by a flagman, and will incur liabilities for damages in case of accidents. The cost of protecting a grade crossing is at least five or six hundred dollars a year, or the equivalent of five per cent. on ten thousand or twelve thousand dollars. A railroad company could therefore pay this sum towards the expense of separating the grades, and would be better off than it would be with a

grade crossing. The cost would be no more per year, and the company would be relieved from the annoyance, the danger and the possible damages to which a grade crossing would subject it.

The Board recommends that in cases where it is proposed to lay out a highway or a townway across a railroad, provision should be made for a division of the extra expense of separating grades between the cities, towns or counties benefited, and the railroad company, as it could be divided if a public crossing at grade had been established, and it was desired to abolish it.

During the past year a case which strongly demonstrated the importance of carrying out this suggestion of the Board came up, and a full report upon it may be found in the Appendix. The case was based upon the petition of the Street Commissioners of the city of Boston, setting forth that they had laid out Beachmont Avenue as a public street across the tracks of the Boston, Winthrop & Shore Railroad, in East Boston, and asking the consent of the Board to a crossing at grade. The disadvantages and dangers of permitting a grade crossing at such a point are stated at length in the report, and seem to the Board to be conclusive. On the other hand it was urged that at this point a private crossing already exists, which neither the railroad nor any Board has the right under the existing laws to discontinue, that the city cannot pay the whole expense of separating the grades, not having sufficient funds available for that purpose, and that the assent of the Board to a crossing at grade would not increase existing dangers, while its refusal would not in any way diminish them, and practically would simply prevent a much travelled way from being put into good and safe condition, and so kept at the expense of the city. If a division of the cost of separating the grades could have been enforced, it is probable that this private grade crossing would have been abolished. It was certainly reasonable that the railroad company should bear a portion of the expense, because a largely used private crossing existed when the railroad was constructed.

This Beachmont Avenue decision, which called attention to the fact that the travel over that avenue is largely pleasure travel going to the beaches in the summer, and that people on

pleasure bent are peculiarly liable to run heedlessly into danger, was dated November 22; and only two days afterwards, on November 24 (being Thanksgiving Day), a party of four men in a carryall, on a pleasure drive in the city of Newton, drove on to the tracks of the Boston & Albany Railroad, breaking through the closed gates, were struck by an express train and three out of the four were killed.

The report of the presiding justice, Hon. John C. Park, upon the inquest held in this case, after stating the finding "that no blame attaches to any one," continued as follows:—

And here the duty of the Court, strictly speaking, ends.

But, whereas, it appeared that at this grade crossing of a much travelled public highway in that city there is but a single person in the Company's employment whose duty is to raise and lower bar-gates on both sides across said highway, which bar-gates when lowered on each side meet in the centre, and cover a width of eighty-five feet, and upon which, after dark, there is suspended on each side of the road but a single globe glass lantern encased in wire; and, whereas, it also appeared that there is no person with or without a flag or signal on the side opposite to which the gate-keeper stands, the Court takes occasion to suggest that the provision for the protection of the public at this crossing is hardly adequate, although it may be all that the Railroad Commissioners require.

If instead of a single lantern in the centre of a bar covering a space of eighty-five feet the traveller was confronted by a row of four lanterns affixed to the bars, about fifteen feet apart, the warning would be more conspicuous and effective. Or if an additional man was stationed on the side opposite to the gate-keeper, the protection of the public would be more assured.

These suggestions are commended to the consideration of the corporation and the Railroad Commissioners.

The foregoing suggestions are well-founded. This Board goes farther. It believes that a more radical remedy is needed at this crossing, and it calls the attention of the Legislature to its decision in the case of the petition of the Newton Street Railway Company, embodied in the Appendix, in which the recommendation is made that an act be passed requiring a separation of grades not only at this crossing but at two other crossings in the city of Newton.

About three-eighths of all the injuries and deaths at grade

crossings happen at those crossings which are protected by gates or by a flagman. The total number killed and injured in this State last year, at grade crossings, was forty-seven, of which seventeen were at crossings protected by gates or by a flagman. Grade crossings on single track roads are dangerous, on—double track roads they should seldom be permitted,—on four track roads never.

The multiplication of tracks, and the increasing number of fast freight and passenger express trains have driven this question of the abolition of grade crossings out of the domain of expediency into the domain of necessity.

STATIONS.

The Boston & Albany deserves the credit of having outstripped all the other roads in furnishing convenient, commodious and attractive stations. Not only has it built many new stations which are admirable examples of what a station should be, but its general average of excellence is very high. It is to be further commended for its systematic efforts and success in keeping its station grounds in good order, and pleasantly ornamented with shrubbery and flowers. This part of the work has not been left to the accidental taste of a station agent, but is a regularly organized department of the service of the road. The work costs so little, contributes so much to the pleasure of the travelling public, and wins so much favorable comment, that it is commended to the other companies as a judicious expenditure, fairly within the province of the duties of a railroad company in such a community as this. Several of the roads in the matter of stations seem to err on the side of unwise economy. The stations on the Providence & Worcester Railroad especially are not such as its passenger traffic demands and its financial condition warrants.

On single track roads, doing a small amount of business, it is a convenient and usual plan to place the station at a point where the highway crosses the track. So long as only a single track is used the arrangement works well enough and is not specially dangerous. When a second track is put in, the danger that people crossing the tracks diagonally to the highway will be struck by a passing train becomes serious. This danger is greatly increased when the road becomes a four track

road, and calls imperatively for a remedy at some of the stations near Boston on the Boston & Albany and Boston & Providence Railroads. It is not unusual for an express train to dash by the stations on these roads when the passengers, having just left a local train, are hurrying across the tracks in all directions, seeking only the shortest way to their homes, or their business. Accidents must happen, if the present condition of affairs is allowed to continue. Platform gates on the cars are valuable in preventing the passengers from leaving the cars on the wrong side, but something should also be done to prevent a passenger from running into danger after he has left the car. The location of the station at a crossing, originally a matter of convenience, has now become both a grave danger and a serious interruption to street traffic.

The danger can be diminished by erecting a fence between the tracks, but the interruption to traffic would then remain unabated. Another way to lessen the danger would be by forbidding the passage of a train by another train which is standing at, or just drawing away from a station ; but this remedy would seriously increase the interruption to traffic on the railroad, as well as on the street. The complete remedy can be accomplished either by moving the station farther away from the street and fencing in the tracks, or better still, because it abolishes a grade crossing, by separating the grades.

Legislation upon this subject will be needed unless the railroads deal with it promptly, vigorously and thoroughly.

Union Passenger Station in Boston.

By a series of acts culminating in chapter 302 and chapter 410 of the Acts of last year, provision has been made for the erection of a union railroad passenger station to accommodate the various lines of railroad entering the city of Boston on the north. By said chapter 410 it was provided that the Boston & Maine Railroad, when it shall have leased the franchises and property of the Boston & Lowell Corporation pursuant to chapter 67 of the Acts of the year 1883, shall, as soon as practicable thereafter, cause plans and drawings to be made for a union passenger station on Causeway Street for the use of the said Boston & Maine Railroad, and the Boston & Lowell Railroad, the Eastern Railroad Company, and Fitchburg Railroad

Company, and for such approaches thereto, and such changes and relocations and arrangements of the passenger tracks leading thereto as shall avoid, as far as practicable, the crossings of the passenger tracks of the companies hereinbefore named with each other and with any other railroad or railroads at grade. The act further provides that these plans so prepared shall be submitted to the Fitchburg Railroad Company, which shall have six months to examine the same, at the end of which time the original plans, and, in case they are not agreed to by the Fitchburg Railroad Company, the plans prepared by said company shall be submitted to the Board of Railroad Commissioners, and the orders and directions of said Board, after hearing, shall be binding on all said corporations. The other sections of said act regulate the method of completing the work. This act became a law on the 13th of June last, and no plans have as yet been submitted by the Boston & Maine Railroad to the Fitchburg Railroad Company. In answer to an inquiry made by this Board, Mr. George C. Lord, the president of the Boston & Maine Railroad, under date of Nov. 17, 1887, wrote as follows :—

In answer to your inquiry in regard to what action has been taken by us under chapter 410 of the Acts of 1887, in relation to a union passenger station, I would say that we have employed Thomas Doane, civil engineer, and Messrs. Winslow & Warren, architects, who have been for some time preparing plans, several of which have been presented to us, no one of which as yet seems to meet the requirements ; but it is hoped that ere long they will succeed in furnishing plans which we shall be able to adopt.

ROAD-BED, ETC.

Those passengers who think that there is something out of order which should be reported, when a car gets a jerk or snap in going round a curve or over a switch are correct. Tracks can and should be laid and trains should be run so that a car will ride round a curve as smoothly as on a straight line, and if it fails to do so, there is either something the matter with the track or with the car, or the engineer of the train is at fault. There may be no danger,—in most cases there is no danger,—but the jerk shows that something is not as it should be. It is a duty which the passengers owe to themselves and to the

travelling public to see that such cases are reported to the management, and it is the duty of the management to find out exactly what the matter is and have it corrected at once. This statement is made because it has come to the knowledge of the commissioners that in some cases the superintendents or general managers frown upon the making of such reports by passengers and indicate that their suggestions are not desired. The Board believes that the best way for a superintendent to free himself from such complaints is by perfecting his road-bed rather than by endeavoring to restrain passengers from complaining. Such information furnished by passengers may be made of great service to a company, if properly received and promptly acted upon.

On some of the roads there are still many unnecessary and dangerous facing points.

In this matter the Boston & Albany and Old Colony Railroad companies have set an example of thorough work which should be emulated by the other roads.

BRIDGES.

The Bussey Bridge disaster called special attention to the matter of bridges, and, in accordance with recommendations of the Board embodied in its report, chapter 334 of the Acts of last year was passed.

This statute required that the first report by the respective companies should be transmitted to the Board not later than the first of November last; but at that time only a few of the reports had been received, although the railroads had exercised great diligence in their endeavors to comply with the statute. The reports have not all been received even now, but a sufficient number are before the Board to show that the action taken by the Legislature of last year was of great urgency. It is clear that the managements of most of the roads were not sufficiently familiar with the condition of their bridges, and that a large number of the bridges needed extensive repairs, or strengthening, and a considerable number to be entirely rebuilt. The advisability of the passage of the act, and of the action which has been taken under it, is not only amply justified by what has been developed, but is generally, if not universally, admitted by the railroad officials. Under the act the Board appointed Prof. George F. Swain as its expert in relation to bridges, and his report is herewith submitted.

PROFESSOR SWAIN'S REPORT.

DECEMBER 15, 1887.

To the Massachusetts Board of Railroad Commissioners. Hon. GEORGE G. CROCKER, Chairman.

GENTLEMEN:—In compliance with your request I beg to submit the following report with regard to what has been done in accordance with the act of Legislature providing for the examination of railroad bridges.

Early in July last the following circular was issued by the Board, requesting railroad companies to furnish, on or before the first day of November, strain-sheets and detail drawings of all track bridges of over ten feet span.

COMMONWEALTH OF MASSACHUSETTS.

BOARD OF RAILROAD COMMISSIONERS,
20 BEACON STREET, BOSTON, , 188 .

——— *Railroad Company.*

SIR,—Your attention is called to the following sections of chapter 334 of the Acts of the present year, being “An Act relating to the Examination of Railroad Bridges:”—

SECT. 1. Every railroad corporation shall, when requested by the railroad commissioners and at least once in two years, have an examination of its bridges and the approaches thereto made by a competent and experienced engineer, who shall report to the corporation the results of his examinations, his conclusions and recommendations, and the corporation shall forthwith transmit a copy of the report to the board of railroad commissioners. The first report shall be made and transmitted to the board not later than the first day of November in the year eighteen hundred and eighty-seven, and subsequent reports shall be made and transmitted at intervals of not more than two years. When a railroad corporation builds a new bridge it shall forthwith have a report in like manner made and transmitted to the board. The reports shall furnish such information in such detail and with such drawings or prints as may be in writing requested by the board of railroad commissioners.

SECT. 3. Nothing herein contained shall be construed to exempt a corporation from making other and more frequent examinations of its bridges and the approaches thereto.

In accordance therewith, the Board of Railroad Commissioners request you to transmit to them, on or before the first day of November next, the following information, plans, etc., relating to the bridge structures on the line of your railroad and its branches, said information, etc., to be given for every bridge structure of over ten feet opening in the clear, between abutments, but not to include highway or street bridges over the road.

I. A statement, in tabular form, giving in order the following data: (1) number of bridge; (2) town in which, and (3) line upon which it is situated; (4) precise location upon the line, if on record; (5) direction

and distance from, and name of nearest station; (6) ordinary name; (7) nature of crossing (stream, street, etc.); (8) number of openings, and clear span of each; (9) length over all; (10) material; (11) general style of bridge; (12) whether deck or through; (13) approximate maximum height of rail above stream, street, etc.; (14) date of erection; (15) names of designer and of builder; (16) by whom erected; (17) whether or not built to definite specifications. On this sheet shall also be stated the weights of the heaviest engines, tenders, and loaded cars at present in use on the road, specifying load on each axle, and distances apart.

This table is preferably not to be a blue print, so that additions can be made to it from time to time, and is to be on one or more sheets of uniform size. Sample sheets for the above returns can be seen at the office of the Board.

II. A "strain-sheet" for each structure, giving,—

(a) For framed structures, the calculated maximum stress in each piece;

(b) For plate-girders and beams (including floor beams and stringers of truss bridges), the maximum moment and shear at points not over ten feet apart, including the centre and ends.

The loads to be assumed in making out the strain-sheet are to be either those under IV (a), or the heaviest loads in actual use on the road,—whichever cause the greatest stresses,—and are to be clearly shown or stated on the strain-sheet. The actual loads in use may, if desired, be considered in the calculation as replaced by a *suitable* uniform load headed by a *suitable* concentrated load.

If practicable the information called for under IV (b), (c) and (d) shall all be given on the strain-sheet.

III. Blue prints or drawings showing complete dimensions of each structure, with sections and dimensions of every part, and details of all connections or splices. Scales for drawings to be: (a) for general elevations, cross-sections and plan, not less than a quarter inch to the foot; (b) for all details of connections and splices, and sections of parts, not less than a half inch to the foot, and preferably not less than three-quarters inch to the foot. The complete floor system is to be clearly shown on these drawings.

These sheets, together with the strain-sheet and the table under I, shall be made of uniform size, 28" \times 40", including a margin on the left-hand side of two inches.

IV. For each bridge: (a) If built to definite specifications, a copy of such specifications, together with a statement as to the tests, superintendence, etc., by which they were enforced.

(b) If built without definite specifications, a statement of the source and quality of the material employed, whether any tests were made upon it, together with the results of such tests.

(c) A statement of the frequency with which it has been inspected, and by whom; and, so far as known, the results of any tests applied to it since its erection.

(d) If not given under (a), a statement of the loads for which it was calculated, and of the stresses allowed per square inch under different circumstances.

V. A report by a competent and experienced engineer, as required by section 1 of the Act referred to above, which report shall include the results of his examinations, his conclusions and recommendations, not only in regard to the bridge structure itself, but also in regard to the approaches to the bridge, and the piers and abutments.

Plans not conforming to the above requirements, if already prepared, may be presented to the Board for approval.

GEO. G. CROCKER,
EDWARD W. KINSLEY,
EVERETT A. STEVENS,
Commissioners.

In compliance with your request the said companies have, since that time, been busily engaged in the preparation and calculation of the plans called for. Many of the companies, even some of the largest, had no plans or strain-sheets whatever of the majority of their bridges, and their officials had no certain knowledge of the condition of said structures, except such as would be gained by a superficial examination, while other companies had already on file plans containing nearly all the information called for. Under these circumstances the preparation of the required plans involved, in some cases, a considerable amount of labor, and some of the companies found it impossible to complete them within the time allowed. Your Board, therefore, early in November issued the following circular requesting that the report of inspection called for in the act, together with certain other information, be sent in at once, but allowing until the first of January for the completion of the plans.

COMMONWEALTH OF MASSACHUSETTS.
BOARD OF RAILROAD COMMISSIONERS,
20 BEACON STREET, BOSTON, , 188 .

— — — *Railroad Company.*

In June last this Board issued a circular requesting railroad companies to prepare and submit, on or before the first day of November, certain plans and other information regarding their bridges. The preparation of these plans, etc., has necessarily involved considerable labor, and several of the companies have stated that they cannot complete them by the date assigned. The Board therefore requests that all of the information called for under sections I and V of the circular referred to, together with as many of the plans, strain-sheets, etc., as possible, be sent in at once, the remainder to be submitted on or before the first of January next. The plans sent in now should, if possible, be those for consecutive bridges on the line.

The Board requests that all plans be made correct to their date, and they further request, in accordance with the act of the Legislature entitled "An Act Relating to the Examination of Railroad Bridges," that notice of all repairs or renewals of existing bridges, which involve any changes in dimensions or modifications in the plans, be transmitted to them within

thirty days after completion, accompanied, where necessary, by new plans. Plans for new bridges should be transmitted to the Board before the erection of the structure. All bridge plans hereafter submitted are to be prepared in accordance with the aforesaid circular regarding bridges.

In section I of said circular, railroad companies were requested to state the "weights of the heaviest engines, tenders and loaded cars at present in use on the road, specifying load on each axle and distances apart." The Board now requests that outline diagrams be sent, showing weights and wheel-spacing for the heaviest engines of *each class in use* on the road. And they further request that such a diagram be sent to them for every new engine of each class in which either the total weight, or the weight on drivers, is increased, or the distance apart of drivers diminished; said diagram to be submitted at least ten days before such engine is put in use.

For the Board,

WM. A. CRAFTS, *Clerk.*

Thus far there has not been a prompt compliance with your requests, and at the date of writing, the reports called for in your second circular have been received only from the following companies, viz.: The Boston & Providence, Old Colony, Fitchburg, New York, New Haven & Hartford, and the New London Northern railroads. Some of the engineers have stated that they desired to defer these reports until the completion of the plans and strain-sheets, in order that they might report more intelligently regarding the condition of the structures, and although the act required that the reports be submitted by the first day of November there seems some justice in allowing further time in most cases. Complete bridge plans have as yet been received from but one of the roads, although many have sent in partial sets.

The complete and critical examination of all these plans must of course require much time, as it is necessary to make a thorough study of each detail. Thus far I have superficially examined the plans as fast as they have been received, with the view of discovering any easily detected defects which may exist, and have then proceeded to a careful examination of the most doubtful structures. As each bridge is examined its characteristic features are entered upon a blank prepared for the purpose, together with notes regarding its condition, as shown by the plans and by the inspection. Any points of weakness or defects of design which are likely to lead to future trouble are also noted, and finally a report will be made to you regarding the bridges on each line. If any serious defects are discovered your immediate attention will be called to them and the proper officials duly notified, and if necessary, a personal inspection of the structure will be made. Reference will hereafter be made to some defective structures which have already been discovered,

and which are either being rebuilt or strengthened. A brief record of the condition of each bridge is also kept in a field note-book, together with facts regarding any alterations or repairs which are made. When the examination of the plans is completed, the Board will be able to turn at once to the proper record book and the proper blank, and find the history of each bridge, with a statement of its present condition and of any defects which may have been detected. When the information now being obtained is thus systematized and recorded it will be comparatively easy to keep informed regarding all the bridges in the State, and it will be necessary to examine only the plans of any new bridges which may be built from time to time. By degrees, also, I hope to inspect personally all the structures of importance.

Although, as stated, the preparation of plans in such detail has involved considerable labor, it was the intention of the Board in preparing their circular to call for nothing which the roads ought not to have on file for their own use, and I think it is very generally recognized that in requiring this information and these drawings the Board has not only not imposed any hardship, but has very properly directed attention to a duty which ought long ago to have been executed.

The failure of the Bussey Bridge on the Boston & Providence Railroad in March last called the attention of railroad companies, in a lamentably forcible way, to the importance of assuring themselves of the condition of their bridges, and has had a most beneficial effect in leading, on almost every road in the State, to the strengthening or removal of doubtful structures. But even such lessons are quickly forgotten, and it has in many cases required the subsequent action of the Board to carry home the moral of that disaster. The preparation of the strain-sheets, as required by the Board, has in some cases brought to light defects and cases of weakness which were entirely unsuspected, and this not on unimportant lines, but on some of the best managed roads in the State, — roads on which it is the uniform endeavor to have everything in first-class condition, and where a bridge which was known to be unsafe or even doubtful would not be allowed to remain for a single day.

But the strain-sheet alone is far from sufficient as a means of judging of the safety of a bridge, and in order to be assured of its condition it is absolutely necessary to have plans of every detail, however small and apparently unimportant. In requiring such detail plans in addition to the strain-sheets, the Board has adopted a most effectual method of ensuring the safety of the bridges of the Commonwealth, and the detection of defects which might otherwise be unsuspected. Leaving out of the question small stringer bridges, it is compara-

tively rare to find a bridge built within ten or fifteen years (and most of the present iron bridges in this State date within that period) which is dangerously weak in its main members. The strain-sheets rarely give any indication of great weakness, and notwithstanding the fact that on account of the rapid increase in the weight of rolling stock many bridges are now subjected daily to loads much in excess of those for which they were designed, thus increasing the strains above what is now considered good practice, yet it is uncommon to find an excess so large as to render the bridge positively unsafe. But it is in the details and in the connections of the various parts that the principal defects are found, and the study of detail plans frequently reveals serious and even startling examples of bad design. Already, in the examination of the plans submitted to your Board, cases of this kind have occurred, and one bridge, built but ten years ago and by one of the largest bridge companies in the country, has been discovered to be so faulty in its details that its immediate strengthening has been undertaken, and it will soon be replaced by a more substantial structure, — and this, even though the strain-sheet showed the main members to be amply strong.

The development of the bridge building business, and especially of the iron bridge building business in this country, has been exceptionally rapid, and the competition extremely great; and although, with native ingenuity, our engineers have adopted details which, in their general plan and arrangement are excellent, yet it is certainly true that in the hurry of business the proper proportioning of those details has not unfrequently been neglected, and the principal attention in the design has been given to the working out of the strain-sheets and the proportioning of the main members, without sufficient regard to the means by which those members were to be connected. Fifteen or twenty years ago bridges were built almost exclusively of wood, and there were not more than two or three firms in the United States who devoted themselves to iron bridge building and did a large business, while to-day there are fifteen or twenty concerns of large capacity doing this class of work. In 1867 the total length of iron bridges in this State was but 651 feet, while the total length of wooden bridges was over 100,000 feet. In 1872 the total length of bridges appears to have been considerably diminished, probably by the filling in and the removal of many short spans, but the total length of iron bridges had increased to 1,581 feet, while that of wooden bridges still exceeded 75,000 feet, the proportion of iron to wood being about two per cent. In that year there was not a single iron bridge on the Fitchburg, Boston & Lowell, Old Colony, and other important roads, and but 125 feet on the Boston & Albany, 222 feet on the Boston & Maine, and 244 on the Eastern; and all the bridges

built in that year by the Boston & Albany, Boston & Lowell, Boston & Maine, Fitchburg, Old Colony, and other long lines, were of wood. In 1877 the total length of iron bridges was about 11,700 feet, having increased to 4,808 feet on the Boston & Albany, 467 feet on the Eastern, 904 feet on the New Haven & Northampton, 1,135 feet on the Old Colony, and 2,126 feet on the (then) Troy & Greenfield. There was still but 163 feet on the Boston & Maine, 80 feet on the Connecticut River, 226 on the Fitchburg and the Vermont & Massachusetts combined, and 202 on the New York & New England; and all of the new bridges built in that year on such lines as the Old Colony and the New York & New England were of wood. The total length of wooden bridges was about 107,000 feet. In 1879, the last year in which returns were made to the Board in this form, the total length of iron bridges was 13,823 feet, having increased to 5,689 on the Boston & Albany, 1,512 on the New Haven & Northampton, and somewhat on other roads, while there was still but 685 feet on the Fitchburg and the Vermont & Massachusetts together. The total length of wooden bridges was about 89,000 feet. Since 1879 the proportion of iron bridges has increased very rapidly, but no figures are at hand to admit of a comparison with previous years. On the Boston & Albany there is now but one wooden bridge on the main line, and on the Fitchburg but very few, so that practically nearly all the bridges on the latter road have been rebuilt in iron since 1877, and on the Boston & Albany since 1873.

When it is remembered that these statistics are for a State in which the total mileage of railroads has increased by 39.6 per cent. since 1867, namely from 1,445.48 miles in 1867 to 2,018.25 miles in 1887, and that the other older States would show similar figures; and when the enormous increase in the mileage of railroads in the middle and western States is considered, some idea will be gained of the great increase and present importance of the bridge building industry. That during such a rapid growth not a few structures should have been imperfectly put together, and under the rapidly increasing weight of rolling stock should prove insufficient, is not remarkable.

New railroad bridges in this State, excepting short stringer bridges, are now almost always built of iron. It is comparatively rare for a new truss-bridge to be built of wood, and the old wooden bridges are gradually being removed and their places supplied by iron structures. Nevertheless, iron bridges as well as wooden bridges have also frequently been found too weak, and have been taken down and replaced by others. It would be very interesting if we could have some statistics regarding the number of iron bridges which have thus been renewed; but although it would give us some idea of the combined results of poor design and increased weight of rolling stock, it

would afford no information regarding the life of a properly designed iron bridge. The questions are frequently asked,—what is the life of an iron bridge?—and how does it compare with that of a wooden or of a stone bridge? It is safe to say that no properly designed iron bridge has yet broken down, or been replaced, on account of its actually wearing out. Iron has as yet been used for bridges for too short a time to enable us to say what its life would be, under proper circumstances. The two causes which have led to the renewal or the failure of iron bridges in the past, are, first, defective design, by which certain parts were overstrained to an extent certain to cause rupture or weakness in time; and second, the rapid increase in the weight of engines and cars during the period since the extensive use of iron for bridges, rendering many structures too weak for the loads of to-day, although at the time of their construction they were well designed and amply strong for the loads then in use.

It is difficult for one who has not critically followed the development of the locomotive to realize how rapidly it has grown to its present huge proportions. Within the memory of men now living a single factory—the Baldwin Locomotive Works in Philadelphia—has gradually but rapidly passed from the “Old Ironsides,” completed in 1832 and weighing something over five tons, to the enormous Decapod locomotives, built within a year, weighing seventy-four tons. Up to the year 1840 the locomotives built at these works had but one pair of driving wheels and weighed not more than thirteen tons, but about that time the necessity for heavier engines for freight traffic began to be felt. New types were developed with two, three and four pairs of drivers, and up to 1860 these engines were built weighing up to about 61,000 pounds or more than 30 tons. The weights continued to increase rapidly, and by 1866 the consolidation type, with four pairs of drivers coupled, had been developed, and engines of this class weighing 90,000 pounds had been built. In 1873 consolidation engines weighing 95,000 pounds (82,000 pounds on drivers) were built for the Mexican Central Railroad, and in 1878 a consolidation engine with water tank on the boiler, weighing 150,000 pounds (100,000 on drivers) and with driving wheels 42 inches in diameter, was built for working a temporary switchback on the New Mexico & Southern Pacific Railroad, the maximum grade being 6 per cent., or over 300 feet to the mile. The loaded tender for this locomotive weighed 44,000 pounds. In 1885 consolidation engines weighing up to 120,000 pounds had been built, and a new type, the Decapod, was developed, having five pairs of drivers coupled. Up to the present time the heaviest consolidation engines built at these works weighed 126,000 pounds, and the heaviest Decapod, 148,000 pounds (133,000 pounds on drivers). These last

engines have drivers 45 inches in diameter, and a driving-wheel base of 17 feet, concentrating therefore nearly 8,000 pounds per foot on the driving-wheel base; the tender weighs 80,000 pounds on four axles. It is evident, therefore, that the increase in the past ten years has been more rapid than ever before, and further figures from the works referred to show that since 1881 the most common types of engines built by them have increased in weight by from 10 to 25 per cent.

The weight of tenders has also increased in nearly like proportion. In 1860 the tank capacity of the largest tenders was from 1,800 to 2,000 gallons, and their weights from 36,000 to 40,000 pounds, while to-day the capacity is from 3,000 to 3,500 gallons, and occasionally reaches 4,000 gallons, the corresponding weights being about 60,000 and 80,000 pounds.

The weights of loaded cars have likewise increased in a startling proportion. Fifteen or twenty years ago the heaviest box freight cars weighed, when loaded, about 42,000 pounds on 31 feet, or about 1,350 pounds per foot; long coal cars weighed about 40,000 pounds on 22 feet, or about 1,800 pounds per foot; and short coal cars weighed 19,000 pounds on 23 feet, or 1,460 pounds per foot. To-day, hopper coal cars are in use in some parts of the country which weigh over 3,600 pounds per foot, and on some of the roads of this State coal cars are run weighing probably over 3,000 pounds per foot; while the heaviest box freight cars to-day weigh not less than 2,400 pounds per foot.

Whether this increase in the weight of rolling stock is to still continue, or whether it has reached its limit, it is impossible to say. Any further increase must necessitate a corresponding increase in the weights of rails, and must lead to still further renewals of bridges; and it would seem as though it would be scarcely economical to go much farther than the point already reached, except in very exceptional cases. But although it is a common opinion among engineers that the future will see but a comparatively small increase, and that the economical limit is about attained, it is impossible to predict with certainty. Assuredly it is wise to build new bridges with an ample margin of strength to allow of a possible increase in the near future.

The engines in use on the roads in the State are not called upon to surmount such heavy grades or to do such arduous duty as in other parts of the country, and the heaviest engines are therefore not found here. Nevertheless, the weights of engines and trains on the roads of this Commonwealth have increased in as great a proportion as elsewhere. The following table gives the weights of the heaviest locomotives and tenders in use on the principal roads of the State since 1873, and it shows that on the trunk lines the weight of engines has increased by from fifty to a hundred per cent. within that period: —

Table Showing the Weights of Heaviest Locomotives and Tenders in use on Massachusetts Roads, since 1873.

	1873.		1875.		1877.		1879.		1881.		1883.		1885.		1887.	
	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.	Loc.	Ten.
Boston Albany,	30	20	33	20	37	26	37	26	37	30	42	31	43	31	60	33
Boston & Lowell,	-	-	34.7	25	35.9	25.5	35.9	25.5	50.5	31.5	50.5	33.5	50.5	33.5	51.5	33.5
Boston & Maine,	33	20	35	20	35	20.75	35	20.75	37	20.75	37	20.75	48.5	33.5	60	42.5
Boston & Providence,	-	-	-	-	35	25	35	25.5	40	26.5	45.8	29.9	51	33.9	51	33.9
Connecticut River,	27	-	27	22.5	27	22.5	27	22.5	37.8	22.5	39.3	30	39.3	30.	42	30
Eastern,	35	20.3	35	20.3	35	20.3	38.5	27.8	41.4	30.5	41.4	30.5	-	-	-	-
Fitchburg,	35.3	24.8	35	25	40	24	41	25	51	29	51	29	51	34	58.1	35
New Haven & Northampton,	-	-	20	22.2	31.2	22.2	31.2	22.2	31.2	22.2	42	25.6	42	25.6	42	25.6
New London Northern,	83	24	34	19	34	19	34.	19	41.5	21.5	41.5	21.5	41.5	24.5	44	27
New York & New England (Hartford and Erie),	35	16	35	18	35	25	42	27	60 P	90	52	33	55	34.5	55	33.5
Norwich & Worcester,	31	17	31	17	31	17	33	22	33	22	45	24	45	24	45	24
Old Colony,	35	20	35	20	35.3	23.8	35.3	25	42.1	25	43	25	46	26	50	33
Providence & Worcester,	33	21	33	21	36	25	36	25	36	25	36	25	36	25	54	32
Worcester & Nashua,	33	19	34	19	36.3	20	55.6	20	55.6	20	55.6	20	60	20	-	-
Housatonic,	-	-	-	-	-	-	30	20	30	20	-	-	30	20	30	20

Enough has been said to make it clear why it has been necessary in so many cases to replace iron bridges by others designed for heavier loads. Although, as has been remarked, even bridges built ten or fifteen years ago seldom show such weakness, in their main members, as to render them positively dangerous, it has already been demonstrated that the preparation of the detail plans will be productive of much good, and will lead to the discovery of points of weakness hitherto unsuspected.

The only bridges thus far brought to my attention which are seriously overstrained, in their main members, are naturally the wooden Howe trusses, often built more than twenty-five years ago, and which, although amply strong at the time they were built, have been entirely outgrown. When we consider the facts which have been alluded to, regarding the increased weight of rolling stock, it will be evident that when built these bridges must have had a considerable excess of strength, otherwise they would scarcely have lived till the present day. Most of them, however, have been strengthened from time to time by adding vertical rods, and a few have had the chords strengthened, while quite a number have been relieved by trestle supports placed under them. The strengthening of the verticals is a common practice and is easily accomplished, but it is not possible to satisfactorily strengthen the chords without almost rebuilding the structure; and it is evident that if such a bridge was properly designed and of equal strength at the start, the chords and connections must now in many cases be particularly weak. Such is not infrequently the case, although fortunately many of these bridges were originally built not of equal strength, but with a very great excess of strength in the wooden members, considering the loads then usual. Besides the increase in the direct strain in the chords, however, the bending strain due to the direct action of the rolling load has so increased that in many cases the total strains are much higher than the proper limit. At the joints and splices, too, the strains are in some cases so large that although there may be no visible indication of weakness their condition is by no means satisfactory. These old bridges must rapidly be replaced by more substantial structures, about whose ability to carry the heavy loads of the present day there shall be no question.

The critical examination of the plans received is now progressing rapidly, and it is expected to complete them during the coming spring and summer. I have already reported to you regarding the wooden bridges on the Providence & Worcester Road, and regarding some of the iron bridges on the Massachusetts Central Road. On the former, two Howe trusses, which have been found to be overstrained, are to be replaced, as soon as possible, with iron bridges,

and other renewals will probably be made before long. On the Massachusetts Central the defective truss bridges, built when the road was first constructed, are to be strengthened, and will be gradually, and it is to be hoped rapidly, replaced with more substantial structures. On the Boston & Providence road an iron pin-connected truss built in 1877 was found to have pins which were entirely too small, some of them being strained to 30,000 pounds or over. This bridge has been temporarily strengthened, and will be replaced by plate girders. On other roads repairs of greater or less extent have been made, not a few of them on account of defects brought to light by the detail plans and strain-sheets. On some lines the condition of the bridge structures already leaves little to be desired, while on others much still remains to be done. It is to be hoped that within a short time the standard of these roads may be so raised as to justify the statement that every railroad bridge in the State is not only not dangerous, but that it is safe beyond a doubt.

All of which is respectfully submitted.

GEORGE F. SWAIN,

Engineer of the Board.

DECEMBER 17, 1887.

THE FLOOR SYSTEM FOR BRIDGES.

In December, 1881, the Board issued a circular with diagrams setting forth the most approved forms of floor construction, and of guard rails and guard timbers for bridges. Six years have elapsed, and although a large amount of work has been done to make bridges conform to the recommendations of that circular, the Board is by no means satisfied with their present condition, as a whole. It is not disputed that the ties should be strong enough and sufficiently close together to carry derailed wheels in safety, and that by spacing blocks, or by notched timbers they should be prevented from being pushed out of place, and bunched together. Nevertheless, there are many bridges in the State in which the tie system is such that it would not carry a derailed car in safety. The Bussey Bridge was one of these, and would probably have gone to pieces whenever a derailed car passed on to it. In the matter of guard rails and guard timbers the bridges are still more defective. Some of the railroad officials dispute the advisability of guard rails, and those who do endorse them differ as to their form. So important has this matter seemed to the Board that it has lately issued to the railroads another circular, en-

dorsing and amplifying the circular of 1881. The bridge disasters, and especially that at the Bussey Bridge, emphasize the importance of this action. Those railroad managers who, from reasons of economy or from lack of realization of the dangers involved, have delayed complying with the recommendations of the Board, are apt to argue, that if there is necessity for guard rails and guard timbers on bridges, the same necessity exists wherever the road runs on an embankment, and that there is no reason for requiring them in one place and not in the other. The difference of conditions is obvious and great. Going down through, or over the side of a bridge, is vastly more dangerous and destructive to human life, than going down the side of an ordinary embankment. The sloping side of an embankment retards and breaks the fall, whereas when a bridge gives way the cars fall practically unimpeded until they strike the roadway or the stony bottom of the river below. The cars are more likely to be piled on top of each other, and the danger of death from drowning is added. But this is not the worst. A bridge has abutments, and in short bridges the dashing of the cars against the opposite abutment is the most terrible and death-dealing horror of all. The accident at the Bussey Bridge shows that the giving way of a short bridge may be more disastrous than that of a long bridge of the same height. Not only, therefore, on long and important bridges, but on short bridges over small streams and roadways, is it important to have the floor system constructed in the most careful manner, and with the best approved appliances for insuring safety.

In the State of New York by section 2 of chapter 616 of the Acts of last year, it was provided as follows: "After November 1, 1887, guard posts shall be placed in the prolongation of the line of bridge trusses, so that in case of derailment the posts and not the bridge shall receive the blow of the derailed locomotive or car."

The object of these posts seems to be to stop a derailed locomotive or car and prevent it from going on to the bridge at all. If the post should succeed in stopping the car there would certainly be a very bad smash-up. If the derailed car should strike the post on its side, and should pass by it, the presence of the post, instead of doing good, might even twist

the car round so that it would be more likely to strike the trusses. The Board believe that it is safer to attempt to guide a derailed car over a bridge than to attempt to stop it suddenly just before it reaches the bridge. The railroad commissioners of New York recommended that guard rails, as well as guard posts should be required, but the Legislature omitted to require guard rails.

FREIGHT TRAIN BRAKES AND CAR COUPLERS.

Train Brakes.

During the past year great improvements in the train brake have been made, and it can now be used on long trains of freight cars with remarkable effectiveness and entire success. Considerations of economy, as well as of safety, require its adoption. It enables freight to be carried more rapidly and by more frequent trains. It eliminates some dangers and diminishes many. It promotes the safety of passenger trains. It will largely do away with the dangerous necessity of traveling over the tops of freight cars, and thus save the loss of many limbs and lives. When it is no longer necessary for a brakeman to run from one car to another in order to apply the brakes, it will not be necessary to have the bridges over railroads so high above the tracks as at present, and thus it will be easier to prevent the creation of grade crossings, and to secure the abolition of those that exist.

The train brake question, like the automatic coupler question, is complicated by the great number of freight cars belonging to corporations out of the State which pass over our roads. But the train brake is now so far perfected that, in spite of the difficulties in the way of securing uniformity throughout the country, the Board believes that the time has come when the companies in this State should agree upon a standard form of train brake and apply it to their own freight cars. The Fitchburg and Old Colony Railroads have begun to apply the Westinghouse system.

Car Couplers.

By the statistics furnished with this report it appears that one hundred and eleven employees have been injured and

eleven killed during the past year in coupling or uncoupling cars. This is about one-half of all the injuries that have happened to the trainmen. When it is remembered that the record throughout the United States is similar to that in Massachusetts, an army of maimed appears to urge that decisive action shall be taken to do away with this unnecessary risk. As the freight business of the country increases, the number of the maimed will increase each year unless improved appliances are adopted.

By chapter 222 of the Acts of 1884, it was provided as follows : —

SECTION 1. Every railroad company operating a railroad, or any portion of a railroad, wholly or partly within the State, shall place upon every freight car hereafter constructed or purchased by such corporation, and upon every freight car owned by such corporation, of which the coupler or draw bar is repaired by it, with intent to use such car, such form, or forms, of automatic or other safety coupler at each end thereof as the board of railroad commissioners may prescribe after examination and test of the same, and the railroad commissioners may annul any recommendation made by them.

Under the foregoing act this Board has approved of several safety couplers. The first approval was dated Dec. 5, 1884, and comprised the following : the Janney Car Coupler, the Hilliard, the Cowell, the United States and the Ames. Since that time the Hein, the Boston Automatic and the Safford have been approved. Over five thousand approved couplers have been applied by the railroad companies in this State, and thus far nine accidents have occurred in their use, eight of which happened in coupling an approved coupler to a coupler of the old style.

A new condition of affairs now exists. At the last annual meeting of the Master Car Builders' Association the executive committee, to whom the question of automatic couplers had previously been referred, made an elaborate report containing the following recommendation : —

That this Association adopt as a standard form of coupling the Janney type of coupler ; that the Association procure one of the present makes of Janney type of coupler, selection being made by a committee appointed for that purpose, and then all other forms of

couplers that will couple to and with this coupler under all conditions of service are to be considered as within the Janney type and conforming to the standard of this Association.

This recommendation, after discussion, was then submitted to the members of the Association for decision by letter ballot, as required when a standard of construction is recommended for adoption. Of the 668 votes cast, 474 were in favor of the recommendation, and more than two-thirds having voted in the affirmative, the recommendation was declared adopted. The general character of the coupler having been determined upon, a sub-committee of the Association is now at work upon what shall be considered the standard proportions and lines of the essential parts. The field will then be open to inventors to devise couplers, which will couple automatically with all others of the standard form. The action of the Association has only a recommendatory character and is not binding upon the members or upon the companies represented.

The coupler finally selected by the Master Car Builders is that which was placed first in the list of those approved by this Board in 1884.

No single State can enforce uniformity in the matter of freight-train brakes and automatic couplers, and it is also obvious that there would be great difficulty and probably much delay in securing congressional action. There is, however, reason to hope that the leading lines of railroad will now take up these two questions without waiting for State or congressional compulsion, and that uniformity throughout the country may practically be attained.

Heretofore the efforts of the Board have been limited to securing the application of some kind of automatic coupler, offering a choice among several. Now, by virtue of the action of the Master Car Builders, a different and far better consummation seems possible. It is too early yet to determine what should be done. It may be that progress toward uniformity may be hastened or encouraged by the holding of a convention of railroad commissioners or of railroad officials. It may be that legislation will be desirable. Failure means that hundreds of men will be injured or killed every year. Success means that they shall be saved. The Board will de-

vote to this cause its best energies, and if occasion demands, make further report hereon to the Legislature at its present session.

HEATING AND LIGHTING PASSENGER CARS.

The following resolve was approved on the 6th of June last : —

The Board of Railroad Commissioners is hereby instructed to investigate the subject of providing better and safer methods of heating and lighting passenger cars used upon the several railroads in the Commonwealth, and to report to the next General Court the result of their investigation, with such recommendations and suggestions as they may desire to make.

Heating.

On the same date as that of the foregoing resolve, chapter 362 of the Acts of last year, being an act relating to the heating of passenger cars on railroads, became a law. Said act is as follows : —

SECTION 1. No passenger, mail or baggage car on any railroad in this Commonwealth shall be heated by any method of heating or by any furnace or heater, unless such method or the use of such furnace or heater shall first have been approved in writing by the Board of Railroad Commissioners : *provided, however*, that in no event shall a common stove be allowed in any such car ; *and provided, also*, that any railroad corporation may, with the permission of said Board, make such experiments in heating their passenger cars as said Board may deem proper.

SECT. 2. Any railroad corporation violating any of the provisions of the preceding section shall forfeit a sum not exceeding five hundred dollars.

SECT. 3. This act shall take effect upon its passage.

In consequence of said resolve and act the Board on the 25th of June issued the following circular : —

BOARD OF RAILROAD COMMISSIONERS,
20 BEACON STREET, BOSTON, June 25, 1887.

To the ——— Railroad Company.

Please send this Board at your earliest convenience a statement as to your outfit on all the lines operated by your company for heating your passenger, mail and baggage cars. If provided with different

kinds of heaters or stoves, state the number of each kind. Please also state any special methods of protection against fire, outside of the heaters, used by you during the past winter. Please also state what changes you have contemplated for the coming winter, and what experiments in heating you propose to make.

The above information is desired in order to enable the Board to take action under chapter 362 of the Acts of the present year. Hearings upon the matters covered by the act will be given at some future date. The Board at the present time desire to collect information as to the outfit of the various railroads in the Commonwealth, and will be glad to have the information as full as possible.

Per order,

WM. A. CRAFTS, *Clerk.*

In response to said circular answers were received from the various roads, and a digest of them is herewith submitted : —

Baker Heater. — Boston & Providence, 5, and 50 on Shore Line; Boston, Revere Beach & Lynn, 3; Boston & Maine, 118; Boston & Albany, 93; New York & New England, 4; Boston & Lowell, 14; Fitchburg, 11; Housatonic, 30 and 2 hung underneath.

Chilson Stove. — Boston & Providence, on all cars but 5; Boston, Revere Beach & Lynn, 17; Milford & Woonsocket, 1; Connecticut River, 4; Providence & Worcester, 37; Boston & Maine, 118; Fitchburg, 49; Worcester & Shrewsbury, all.

Creamer Heater. — New London Northern, 2; Fitchburg, 6.

Eaton Car Stoves (Wood). — Cheshire, all passenger cars but 2; Connecticut River, 15; Boston & Maine, 37.

Emerson Car Heating System. — Connecticut River, 17 local, and to be adopted throughout.

Gold Heater. — Providence, Warren & Bristol, 1 train.

Howard Stove. — Boston & Maine, 63 wood.

Johnson Hot Water Heater. — Providence & Worcester, 14; Old Colony, 158; Boston & Maine, 57; Boston & Albany, 39; Boston & Lowell, 8.

Johnson Steam Heater. — Fitchburg, 6.

Martin Steam Heating. — Providence & Worcester, intention, 3 trains; Boston & Albany, 21 and large additions intended.

Railway King. — Cheshire, postal and baggage cars; Fitchburg, 35.

Salmon Heater. — Boston & Maine, 2.

Special Heater. — Boston, Revere Beach & Lynn, 1.

Standard Steam Heaters. — Fitchburg, 6.

Spear Stove. — Fitchburg, 106; Housatonic, 9.

Spear Hot Air Heater. — Cheshire, 2 passenger; Milford & Woonsocket, 3; Connecticut River, 10; Providence & Worcester, 6; Boston & Maine, — wood; New York & New England, 87; Boston & Lowell, 41; Fitchburg, 60.

Stove. — Connecticut River, 1; New London Northern, all but 2, wood; Old Colony, 74 coal, 71 wood; Boston & Albany, 1 wood, 106 coal; New

York & New England, 95; Boston & Lowell, 100 wood and 2 coal; Boston & Maine, 78.

Standard Steam Heater.— Providence & Worcester, 2.

Sewall Steam Heating.— Old Colony, intention, 1 train; New York & New England, 3 and intend to test further; Fitchburg, 4.

Steam and Hot Water Heating from Locomotive.— New York & New England, 3 and intend to test further.

Searle Heater.— Boston & Albany, 22; Fitchburg, 1.

Thayer Heater.— Old Colony, 2.

Westinghouse Heater.— Providence & Worcester, 1; Boston & Lowell, 1.

Wilder (F. M.) Steam Heating from Locomotive.— Old Colony, intention, 1 train.

Having received the statements from the various roads the Board took into careful consideration its duty under the statute. It fully appreciated the great responsibility which had been cast upon it by the action of the Legislature in prohibiting the use of any method of heating or any furnace or heater without first obtaining the approval in writing of the Board. It realized that the Legislature had placed upon it the onerous and delicate duty of so controlling the heating of cars that danger from fire should, if possible, be obviated. As set forth in the report of last year, the Board was satisfied "that the system of heating by steam from the locomotive is feasible, safe and unattended by any serious difficulty, so far as important through trains are concerned, and also in regard to cars which are constantly performing a short service, and trains run continuously on a belt line." Reflection, however, convinced the Board that it was not open for it at that time to limit its approval solely to the systems of heating by steam from the locomotive. It was the middle of summer before the answers were received. If the companies had known just what system they wished to adopt and just how to apply it, and had begun at once, it would have been impossible for all of them to get their work done in season for the winter. The work, so far as done, would have been done hurriedly, and without sufficient care, and much of it would necessarily prove unsatisfactory. The number of different systems of heating by steam from the locomotive was so large that it would take considerable time to make a wise selection. Only two of the railroads knew anything about the systems from actual experience of their own. The other roads would be obliged to investigate the subject from the beginning, and that too at a time when

they could not see any system in operation, and could examine only the specifications, drawings and models. Such examinations are apt to prove delusive.

It was plain, therefore, that unless the Board intended that a large proportion of the cars should go unheated during the winter and that many others should be but imperfectly heated, it would not be proper to issue an order limiting approval simply to systems of heating by steam from the locomotive.

The next question which arose was as to what action should be taken in reference to heaters and stoves within the cars, and an examination of the statute was made to discover what the powers of the Board were in the premises. It appeared from the statute that furnaces and heaters approved by the Board could be used, but that in no event would a common stove be allowed. The word "heater" seems to include both furnaces and stoves. Either a furnace (hot air, hot water or steam) or a stove may be called a heater. The statute, therefore, authorizes the use, if approved in writing by the Board, of furnaces and of such heaters as are not common stoves.

It is evident that the Legislature did not intend, as has been claimed, to entirely forbid the use of separate heaters or stoves in the cars. Had it so intended, it would have prohibited the use of any furnace or heater placed within the car, or suspended from it. Moreover, because it is necessary to give effect to every word in a statute, it follows that the absolute prohibition extends not to all stoves, but only to that class of stoves called common stoves.

This explanation is necessary because the impression seems to prevail that the law of last year is violated in every case where a car is heated by a stove. Prior to 1882 there was great laxity in the use of car stoves in this State, but by a statute passed that year it was required that such safeguards for protection against fire should be used as were approved in writing by this Board. In accordance with that act many stoves which might then have been called common stoves, being without safety appliances, were discarded and additional safeguards were required upon others. In view of these facts the most liberal constructionists now claim that, if a stove is

furnished with the safety appliances approved by the Board under the act of 1882, it cannot be a common stove.

The Board believed that there was an opportunity for a great advance in the immediate future in the matter of heating cars. It also realized that the law might be rendered obnoxious and the desired consummation deferred by extreme measures or too great haste. Nothing would be so bad as to compel the railroads to adopt immediately some one of the numerous systems of train heating and then find that it did not work satisfactorily. Not only would the companies then call for a repeal of the law, but public opinion might sustain them. Inasmuch as only two railroads in Massachusetts had made the experiment of heating by steam from the locomotive, and as there was a large number of different systems, some of which, appearing to have great merit, had never been practically tried, it was deemed advisable to take such action as would result in a thorough trial during the present winter by different companies of different systems. One thing more was evident, that if the Board withdrew its approval from a large number of stoves, and the companies were thereby obliged to discard them and fit their cars up at considerable expense with separate heaters of a higher and better class, those companies would be less willing in the immediate future to discard these new appliances and substitute steam heat from the locomotive therefor. The foregoing considerations led to the issue of the following circular : —

COMMONWEALTH OF MASSACHUSETTS.

BOARD OF RAILROAD COMMISSIONERS,

20 BEACON STREET, BOSTON, Aug. 24, 1887.

To the ——— Railroad Company.

Chapter 362 of the Acts of the present year is as follows : —

SECTION 1. No passenger, mail or baggage car on any railroad in this Commonwealth shall be heated by any method of heating or by any furnace or heater unless such method or the use of such furnace or heater shall first have been approved in writing by the Board of Railroad Commissioners: *provided, however*, that in no event shall a common stove be allowed in any such car; *and provided also*, that any railroad corporation may with the permission of said Board, make such experiments in heating their passenger cars as said Board may deem proper.

SECT. 2. Any railroad corporation violating any of the provisions of the preceding section shall forfeit a sum not exceeding five hundred dollars.

SECT. 3. This act shall take effect upon its passage.

This act became a law on the 6th day of June last, and on the 25th day of June this Board issued a circular to the railroads asking for a statement as to their respective outfits for heating cars. These statements were furnished as promptly as could have been expected, and yet more than a month elapsed before full returns from the roads were received.

In the summer time it is impossible to make satisfactory practical tests of heating apparatus, and yet it is necessary for the Board, without delay, to approve in writing of some methods of heating, of some furnaces or heaters, so that the corporations may not be obliged to choose between heating the cars illegally and suffering them to go unheated.

An examination made last winter of the practical working of the Emerson, Martin and Sewall systems satisfied the Board that the use of steam from the locomotive promises better results in the four great elements of safety, comfort, simplicity and economy than any other device now known, and the Board hereby approves of the method of heating cars by steam from the locomotive at low pressure, and recommends that each railroad should at once prepare to make practical tests of the system during the coming winter.

While, however, the results already obtained by the various inventors using this system are remarkably satisfactory, and while the Board believes that this system will eventually largely supersede the use of separate heaters, it nevertheless realizes that further improvements are probable, and that difficulties, especially with reference to local trains, are still unsolved. It is worthy of note in this connection that the president of the Connecticut River Railroad, in response to the above-mentioned circular of this Board, dated June 25th, states that:—

Seventeen of our cars are heated by the Emerson car heating system, and are used only on our local trains. . . . This system we have found to be very simple in its construction and management, and less expensive than heating cars by stoves.

The importance of securing uniformity of steam-pipe couplings and of providing in many cases for the heating of a car when not attached to a locomotive are obvious.

The separate heater cannot at present be wholly dispensed with, nor would it be possible for the railroads to make so radical a change before cold weather sets in. The cars must be heated. The chill of the unheated car would probably kill more people than the flames from broken heaters. Death would ensue not so suddenly, but none the less surely.

Chapter 54 of the Acts of the year 1882 reads as follows:—

Every drawing-room or sleeping car, passenger, baggage, mail and express car, owned or regularly used on any railroad in this Commonwealth, in which heating apparatus may be placed, shall be provided with such safeguards for protection against fire as may be approved in writing by the Board of Railroad Commissioners. Any corporation violating the provisions of this section shall forfeit for each offence three hundred dollars. The provisions of this section shall take effect the first day of November, one thousand eight hundred and eighty-two.

Since the passage of the foregoing act the use of heating apparatus not provided with safeguards approved by the Board in writing has been illegal. From time to time during the past five years applications for such approval have been made, and in some cases they have been granted and in others refused. The Board does not withdraw the approvals heretofore granted under the Act of 1882 aforesaid, and hereby, for the present, renews such approvals, provided, however, that in no event shall a common stove be allowed in any passenger, mail or baggage car, the use of such stoves being expressly prohibited by the aforesaid act of the present year.

In selecting heating apparatus to take the place of the "common stove," the Board recommends the adoption of the system of heating by steam from the locomotive, or at least of such approved heating apparatus as can be used in connection with or readily converted into such system.

For the Board,

GEORGE G. CROCKER, *Chairman*.

Subsequently the following circular was issued : —

COMMONWEALTH OF MASSACHUSETTS.
BOARD OF RAILROAD COMMISSIONERS.

To the ——— Railroad Company.

By chapter 71 of the Resolves of the present year the Board of Railroad Commissioners was instructed to investigate the subject of providing better and safer methods of heating and lighting passenger cars, and to report to the next General Court the result of their investigation, with such recommendations and suggestions as they may desire to make.

The Board, in accordance with circular issued on the 25th of June, has received a statement as to the outfits at the beginning of the summer of the respective railroads for heating cars; and it now desires a statement, to be returned not later than the 5th of December, giving information upon the following points : —

First. Present outfit, showing what changes have been made since the previous return.

Second. A statement as to the practical working of any system or systems of heating by steam from the locomotive in use

on your road, covering among other things the question of the relative economy and efficiency of these systems as compared with the old system of individual heaters or stoves.

Third. The form of steam pipe coupler used, and a statement as to its working, including suggestions as to the best method of securing uniformity of steam coupler, or such arrangement as will render it possible for cars of different roads to be brought into the same train and heated by steam from the locomotive.

Fourth. What further improvements in outfit for heating you intend to make during the coming winter. What during the coming summer.

Fifth. A description of such system or systems as you may have for lighting cars, stating the kinds of lamps and oil used, the method of lighting by electricity, if in use on your road, with an estimate of the relative cost of oil and electricity, if both are in use.

Sixth. A statement of such accidents, if any, as have happened on your road, within the past five years, from the methods of lighting in use. For the Board,

GEORGE G. CROCKER, *Chairman.*

NOVEMBER 28, 1887.

The interesting and instructive responses to this circular will be found in the Appendix. From them it appears that the following systems of train heating are in use in Massachusetts:—

Emerson System.—Connecticut River Railroad, 24 cars, and it is the intention of the corporation to apply it this winter to all of its cars on through passenger trains.

Gold System.—Boston & Providence Railroad, 20 cars.

Henney System.—New York, New Haven & Hartford Railroad, 1 train.

Martin System.—Boston & Albany Railroad, 101 cars, and it is the intention of the company to equip the rest of its passenger and baggage cars with the same system as fast as possible, so that the whole equipment will probably be completed during this winter; Providence & Worcester Railroad Company, 17 cars.

Safety Heating and Lighting Company of New York, otherwise called the Wilder System.—New York & New England Railroad, 13 cars and 11 more in process; Old Colony Railroad Company, 4 cars; New York, New Haven & Hartford Railroad, 1 train.

Sewall System.—Boston & Providence Railroad, 18 cars; Fitchburg Railroad Company, 11 cars; Old Colony Railroad Company, 8 cars; New York & New England Railroad Company, 3 cars; Providence & Worcester Railroad Company, 3 cars; Boston & Maine Railroad, to be tested on through trains to Bangor; Massachusetts Central Railroad, to be applied to 1 train.

The Boston, Revere Beach & Lynn Railroad has devised a special system of its own and has applied it to all of its cars, thus being the first railroad in the Commonwealth, and probably in the world, to abolish separate heaters in all cars and heat entirely by steam from the locomotive.

The Boston & Providence has also devised a special system of its own and has applied it to seventeen cars.

It will be seen from the foregoing that eight different systems are now on trial in Massachusetts. The progress made is greater than that in any other State, and indicates wise liberality and decided enterprise on the part of the management of many of our roads.

The Boston & Albany has won the distinction of having distanced all the other standard gauge roads in the race to the goal of safety in heating. The management of the company has just cause to be proud of its record in this respect, and it deserves marked commendation therefor.

In answer to an inquiry addressed to the Railway Department of the Board of Trade, London, the following communication was received : —

BOARD OF TRADE (RAILWAY DEPARTMENT).

LONDON, S. W., Oct. 26, 1887.

The Secretary of the Board of Railroad Commissions, 20 Beacon Street, Boston, Mass.

SIR : — I am directed by the Board of Trade to acknowledge the receipt of your letter of the 12th inst., asking for information with reference to the methods adopted in England and on the continent of Europe for warming passenger cars.

In reply, I am to inform you that ordinary passenger carriages on railways in this country are not heated, but passengers are, under certain circumstances and for certain lengths of journey, supplied with metal vessels containing hot water and acting as foot-warmers, on application to the guard of the train. Where Pullman cars are used they are heated by stoves as in America. These arrangements are made by the companies, and are not subject to any State control.

I am to add that the Board of Trade do not possess this information with reference to continental railways.

I am, sir, your obedient servant,

COURTENAY BOYLE.

Chapter 616 of the Acts of last year, in the State of New York is, as follows : —

[Chap. 616.]

AN ACT TO REGULATE THE HEATING OF STEAM PASSENGER CARS AND TO PROVIDE FOR THE PLACING OF GUARDS AND GUARD POSTS ON RAILROAD BRIDGES AND TRESTLES AND THE APPROACHES THERETO.

SECTION 1. It shall not be lawful for any steam railroad doing business in this state, after the first day of May, eighteen hundred and eighty-eight, to heat its passenger cars, on other than mixed trains, by any stove or furnace kept inside the car or suspended therefrom, except it may be lawful, in case of accident or other emergency, to temporarily use such stove or furnace with necessary fuel: *provided*, that in cars which have been equipped with apparatus to heat by steam, hot water or hot air from the locomotive, or from a special car, the present stove may be retained, to be used only when the car is standing still; *and provided, also*, that this act shall not apply to railroads less than fifty miles in length nor to the use of stoves, of a pattern and kind to be approved by the railroad commissioners for cooking purposes in dining-room cars.

SECT. 2. After November first, eighteen hundred and eighty-seven, guard posts shall be placed in the prolongation of the line of bridge trusses so that in case of derailment the posts and not the bridge trusses shall receive the blow of the derailed locomotive or car.

SECT. 3. Any person or corporation violating any of the provisions of this act shall be liable to a penalty of one thousand dollars, and to the further penalty of one hundred dollars for each and every day during which such a violation shall continue.

SECT. 4. Upon the application of any railroad covered by the provisions of this act, the board of railroad commissioners may approve of any proposed safeguard or device to be used under the provisions of this act, and thereafter the railroad using such safeguard or device so approved shall not be liable to any of the penalties prescribed by this act for a violation thereof in regard to any such safeguard or devise.

SECT. 5. The violation of any of the provisions of this act will be deemed a misdemeanor.

SECT. 6. This act shall take effect immediately.

Under the foregoing law but little progress has as yet been made. It is understood that the New York Central Railroad intends to adopt the Martin system.

There is considerable variety in the methods of train heating. In some the live steam of the locomotive is used, in others exhaust steam, in one live and exhaust steam are used

alternately, and some have a separate car, built largely of iron, with apparatus for furnishing steam heat, and electricity for light. In some the live steam is driven through the train under pressure, in others exhaust steam is pumped through. In some the air in the cars is heated by direct radiation from the pipes through which the steam passes, in others fresh air is so heated and supplied, and in others still, the car is heated by a circulation of hot water which in its turn is heated by the steam from the locomotive. There are no satisfactory data at present available for a comparison between the amount of steam required per car by the different systems, nor indeed, have statistics covering a sufficient range of tests been as yet furnished with reference to any single system.

In the details of the systems there is still greater variety than in their principles. Especially in the matter of couplers there are a great many devices. The use of a uniform steam coupler is essential to the success of train heating, and it will perhaps be found in this matter even more difficult to attain uniformity than in the matter of couplers for freight cars. It is questionable whether uniformity can be promoted by legislation. In any event it is too early now to make any recommendation in relation thereto.

Having stated what this Board has done, and having shown the condition of the heating question in Massachusetts at the present time, the Board deems that it would be injudicious for it to draw any conclusions or make any recommendations of legislation on the subject until the experiments being tried this winter in this and other States have shown more clearly the capabilities and the limitations of the system. The Board will probably desire in the month of March to make further report upon this subject.

Lighting.

Public Statutes, chap. 112, sect. 172, is as follows: "No passenger car on a railroad shall be lighted by naphtha nor by any illuminating oil or fluid made in part of naphtha, or which will ignite at a temperature at less than 300 degrees Fahrenheit. For a violation of any provision of this section the corporation shall forfeit a sum not exceeding five hundred dollars."

In answer to the inquiry embraced in the circular aforesaid addressed to the various railroad companies, it was reported in every case that they knew of no accident during the past five years resulting from the method of lighting in use.

The Boston & Albany Railroad experimented last year with electricity furnished by a Julien storage battery suspended under the cars and the system is now in use on that road on two trains running between Boston and New York. The light is much superior to oil, being sufficient to read by with comfort in all parts of the car, and the heat generated is less. The president of the corporation writes as follows : —

Without taking into consideration the cost of maintaining storage batteries, electricity costs about ten times as much per burner as oil. How much additional is to be charged to the batteries we are not able at present to tell, for their life is not yet determined, but we have information sufficient to warrant us in saying that in the present state of the art this method of lighting cannot come into general use.

Success in the matter of lighting by electricity seems to be close at hand, but has not as yet been attained to such a degree as to warrant compulsory legislation.

SUNDAY TRAINS.

By section 15 of chapter 98 of the Public Statutes this Board could authorize the running of through trains on Sunday, but the running of all local trains and of steamboat lines on Sunday was, by the provisions of that chapter, illegal. Section 3 of chapter 391 of the Acts of 1887 amended the provision of the Public Statutes, and vested in the Board the power to authorize the running of such steamboat lines and of such trains, whether local or through, on Sunday, as the Board having regard to the due observance of the day deems to be required by public necessity and convenience.

The statute of last year was therefore a direct enlargement of the powers of the commission, and showed that the Legislature deemed it proper in certain cases that local trains and steamboat lines should be run on Sunday with the sanction of law. Under the act, several petitions have been received, and carefully limited permits have been granted.

FREIGHT AND PASSENGER RATES.

No important question as to rates has been brought before the Board during the year. The nearest approach thereto was a complaint made by holders of mileage tickets of the Boston & Maine Railroad, that some of the distances given on the mileage table of the Eastern Division of that road materially exceeded the actual distances. The complaint proved to be well founded, and the Board recommended that the mileage table be corrected to conform to the facts. (See Appendix.)

INTERSTATE COMMERCE ACT.

At the beginning of the year a law of the United States, entitled "An Act to regulate commerce," and commonly called the Interstate Commerce Act, was passed and a commission appointed thereunder. This act embodies some regulations as to rates, which have no counterparts in our statutes, while those which have counterparts differ from our State laws in their terms. Moreover, the decisions already rendered show that the interpretation given to the United States statute differs from the interpretation given by this Board in past years to the corresponding provisions of our State statutes.

It is especially worthy of note that the interpretation of the long and short haul clause, in the case of the Louisville & Nashville Railroad Company, shows that the United States law upon that subject is more elastic than our State law. The differences in phraseology are numerous, and the differences in the scope and the application of the respective statutes intricate. Experience may prove that it will be wise to make our State laws, so far as they attempt to regulate rates, conform to the provisions of the United States law.

THE NANTASKET BEACH RAILROAD.

The Nantasket Beach Railroad has not been operated since the fall of 1886. Upon petition, and after a hearing in July last, the Board held that it was the duty of the present owners of the property to operate the road (see Appendix), but that duty has not since been fulfilled. The subject of a lease of this road to the Old Colony Railroad Company is pending, and legislation may be needed in order to secure the operation of the road during the coming season.

THE DEDHAM BRANCH OF THE NEW YORK & NEW ENGLAND
RAILROAD.

The Board has also held that it is the duty of the New York & New England Railroad to put in order and operate its Dedham Branch, so called, from Islington to Dedham, the operation of which several years ago was discontinued. (See Appendix.)

HOOSAC TUNNEL & WILMINGTON RAILROAD.

By letter dated Jan. 5, 1887, the president and directors of the Hoosac Tunnel & Wilmington Railroad Company were notified that the Board had examined that road as far as ice and snow permitted, and that it could not certify that the laws relating to the construction of railroads had been complied with or that the road appeared to be in a safe condition for operation.

By letter dated June 20, 1887, addressed to the president and directors, they were notified that the Board would, if desired, make another examination of the road on the following Monday, to see whether a certificate opening it for public use could properly be issued, and the attention of the officers of the road was called to the fact that if they were operating the road without such certificate they were so doing in violation of law.

By letter dated July 2, addressed to John C. Newton, treasurer of the Hoosac Tunnel & Wilmington Railroad, he was notified that at a meeting of the Board held that day his application for a certificate under Public Statutes, chap. 112, sect. 141, opening the road for public use, was considered and it was voted not to issue such a certificate.

By letter dated Aug. 6, 1887, addressed to John C. Newton, Esq., treasurer Hoosac Tunnel & Wilmington Railroad Company, he was again advised that he had no right to carry passengers on his road in Massachusetts until a certificate of approval should be obtained.

When the returns from this company were received it was found that they showed receipts from passengers and freight for the year amounting to \$9,209.05. The Board thereupon, in accordance with Public Statutes, chap. 112, sect. 15, on November 15 last, presented to the attorney-general the facts relating to this violation of law.

No penalty for such a violation is imposed by the statutes. The remedy is by injunction. The company continued operating the road in wilful violation of law, even after being notified that the case had been placed in the hands of the attorney-general, until Saturday, Dec. 24, 1887, when learning that the attorney-general was prepared to apply at once for an injunction, the company reported that it had closed its road to the public. On the same day, upon the request of the company, the Board gave another hearing as to the issue of a certificate and it was found that the laws relating to the construction of railroads had not all been complied with, and hence that a certificate could not be issued.

AN INDEX TO THE REPORTS.

The Chairman of the Board during the past summer prepared for his own use a brief consolidated index to the reports of the commission. It was not intended for publication, but on the request of various persons who have frequent occasion to consult the reports, and in the hope that it may make the valuable material contained in the reports more readily accessible to the Legislature, to railroad officials, and to the public, the index is submitted as one of the documents in the Appendix.

In closing this report the Board records the death of its late Chairman, Hon. Thomas Russell, on February 8 last. His scholarly attainments, accurate knowledge of law and judicial temperament, his untiring zeal in and devotion to the duties of his office, and his never-failing urbanity, won for him not only the respect and admiration of his associate Commissioners, but the well-deserved praise and confidence both of the public and of the officials and employees of the railroad and railway corporations.

GEORGE G. CROCKER.
E. W. KINSLEY.
E. A. STEVENS.

JAN. 4, 1888

APPENDIX.

[A.]
Receipts of Flour in Boston during Ten Years ending Sept. 30.

FLOUR — BARRELS.										
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Boston & Albany Railroad, . . .	784,149	536,767	462,852	629,355	569,692	699,558	610,673	667,148	520,810	456,161
Boston & Lowell Railroad, . . .	121,416	191,265	236,443	160,704	104,376	133,491	132,825	186,304	119,324	126,891
Fitchburg Railroad, . . .	248,566	478,852	549,354	869,971	777,466	1,268,605	1,514,586	1,172,835	1,747,500	1,662,582
Grand Junction (B. & A. R. R.), . . .	447,518	600,184	936,783	911,357	668,138	1,110,564	1,107,960	1,193,323	894,118	1,076,691
N. Y. & New England R. R., . . .	—	89,327	89,542	190,169	227,576	331,391	278,944	101,214	69,011	66,167
Total by through lines } from West, . . .	1,601,649	1,896,395	2,274,374	2,761,556	2,347,243	3,543,604	3,642,788	3,320,324	3,350,763	3,988,492
Boston & Maine Railroad, . . .	32,092	42,631	28,361	29,227	13,343	16,126	9,383	1,462	1,431	2,761
Boston & Providence R. R., . . .	3,084	1,387	4,421	4,241	3,588	5,548	1,876	349	1,091	1,088
Eastern Railroad, . . .	—	2,985	6,064	11,335	4,732	9,950	11,776	1,580	—	—
Old Colony Railroad, . . .	2,685	2,162	3,392	3,646	5,115	4,390	3,218	1,941	3,414	2,199
Portland Steamer, . . .	220	182	150	1,893	352	459	187	25	905	298
New York Steamer, . . .	111,088	120,382	80,125	18,642	2,121	991	6,130	1,857	3,968	6,859
Baltimore Steamer, . . .	20,047	9,364	15,941	16,162	4,907	7,562	21,648	12,574	13,196	19,413
Philadelphia Steamer, . . .	5,053	1,045	1,022	300	1,625	10	1,370	250	274	823
New Orleans Steamer, . . .	—	—	697	—	—	225	—	—	—	—
Sail-Vessels, . . .	—	300	400	—	—	1,823	4,937	2,741	135	—
Other Sources, . . .	1,310	—	—	—	—	—	—	—	—	—
Total from Seaboard, . . .	175,574	180,438	140,573	85,646	85,783	47,084	62,725	22,779	24,409	33,441
Total from all Sources, . . .	1,777,223	2,076,833	2,418,859	2,853,079	2,383,026	3,590,688	3,705,513	3,343,103	3,375,172	3,421,933

Increase in 1887, 45,761 barrels = 1 + per cent.

Receipts of Corn in Boston during Ten Years, ending Sept. 30.

	CORN — BUSHELS.									
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Boston & Albany Railroad, .	1,219,245	1,006,160	659,467	1,349,388	807,175	927,490	1,041,605	1,603,457	1,380,395	1,386,793
Boston & Lowell Railroad, .	534,849	617,026	3,836,219	794,534	1,356,529	571,595	510,214	408,400	226,370	429,553
Fitchburg Railroad, .	2,003,559	3,472,195	2,897,389	3,659,457	2,640,372	4,111,500	3,876,725	3,764,185	4,399,160	2,427,420
Grand Junction (B. & A. R. R.),	5,799,140	5,855,850	7,328,338	8,560,384	3,170,842	3,386,291	4,193,700	2,987,880	2,185,400	2,518,400
N. Y. & New England R. R.,	—	23,695	29,060	177,519	329,114	843,564	363,637	38,051	76,551	48,886
Total by through lines } from West, }	9,556,793	11,014,926	14,750,473	14,541,282	8,303,032	9,840,430	9,985,881	8,801,973	8,267,876	6,810,052
Boston & Maine Railroad, .	70,599	144,295	202,752	257,841	255,295	305,077	124,635	6,150	60,386	45,665
Boston & Providence R. R.,	—	120	—	—	—	700	800	500	1,170	1,175
Eastern Railroad, .	—	11,300	5,700	2,500	7,050	16,270	6,664	1,425	—	—
Old Colony Railroad, .	—	—	—	—	7,650	5,300	5,450	500	1,100	1,250
Portland Steamer, .	—	—	—	—	—	—	—	—	—	—
New York Steamer, .	6,500	—	—	—	5,000	—	—	—	—	728
Baltimore Steamer, .	1,492	6,400	76	—	10,811	15,712	32,942	6,498	4,816	6,687
Philadelphia Steamer, .	8,682	—	—	—	—	—	—	—	240	—
New Orleans Steamer, .	—	—	—	—	—	16,444	—	1,500	—	—
Sail-Vessels, }	16,186	6,000	—	200	8,000	*72,891	5,416	—	—	19,500
Other Sources, }										
Total from Seaboard, .	103,459	168,115	208,528	260,541	293,806	432,394	175,907	16,573	67,712	75,005
Total from all Sources, .	9,660,252	11,183,041	14,959,001	14,801,823	8,596,838	10,272,824	10,161,788	8,818,546	8,335,588	6,885,067

Decrease in 1887, 1,450,531 bushels, = 17 per cent.
 • Savannah Steamer.

Receipts of Oats in Boston during Ten Years, ending Sept. 30.

OATS — BUSHELS.									
	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Boston & Albany Railroad,	656,349	728,694	1,094,476	1,411,900	1,332,825	1,754,628	2,170,405	2,179,580	1,663,457
Boston & Lowell Railroad,	202,823	256,548	181,636	201,602	469,397	163,421	78,876	474,539	610,256
Fitchburg Railroad,	1,807,810	1,828,720	1,994,597	1,751,469	1,615,072	2,794,844	3,124,318	4,695,640	3,572,504
Grand Junction (B. & A. R.R.),	377,400	592,235	720,454	663,000	472,450	558,200	702,250	463,700	217,000
N. Y. & New England R.R.,	—	22,600	92,341	46,650	163,000	93,118	85,260	194,670	98,105
Total by through lines from West,	3,044,372	3,428,787	3,533,398	3,757,197	4,131,749	4,882,408	5,745,392	7,563,994	6,161,322
Boston & Maine Railroad,	53,433	23,350	46,442	21,050	103,875	28,400	5,925	4,182	1,000
Boston & Providence R.R.,	—	—	—	—	—	—	—	—	—
Eastern Railroad,	—	5,700	12,950	8,100	138,835	20,005	7,100	400	—
Old Colony Railroad,	—	—	—	—	2,750	800	3,100	600	650
Portland Steamer,	—	—	—	—	—	—	—	—	—
New York Steamer,	—	—	—	—	—	—	—	—	—
Baltimore Steamer,	—	—	—	—	—	1,437	—	—	—
Philadelphia Steamer,	—	—	—	—	—	—	—	—	—
New Orleans Steamer,	—	—	—	—	—	—	—	—	—
Sail-Vessels,	—	—	—	—	—	—	—	—	—
Other Sources,	—	—	—	—	—	—	—	2,968	—
Total from Seaboard,	53,433	29,050	59,392	29,150	245,460	49,205	17,562	6,507	1,650
Total from all Sources,	3,097,805	3,457,787	3,592,790	3,786,347	4,372,209	4,931,613	5,762,894	7,570,501	6,162,972

Decrease in 1887, 1,407,529 bushels, = 18 per cent.

Receipts of Wheat in Boston during Ten Years, ending Sept. 30.

WHEAT — BUSHELS.										
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Boston & Albany Railroad,	130,618	174,310	65,691	50,325	28,700	36,005	24,900	91,855	40,919	49,596
Boston & Lowell Railroad,	298,654	916,431	981,761	337,253	250,641	198,731	94,666	106,968	199,374	6,9617
Fitchburg Railroad,	233,416	1,306,085	724,743	994,446	918,763	990,289	842,662	1,193,555	730,443	1,713,755
Grand Junction (B. & A. R.R.),	3,441,910	2,733,450	2,436,921	2,832,769	1,458,400	1,037,170	722,100	871,300	1,127,371	1,613,100
N. Y. & New England R.R.,	—	7,568	34,232	955	175,400	295,100	103,074	—	121	1,700
Total by through lines from West,	4,104,598	5,157,844	4,243,348	4,215,948	2,831,904	2,557,295	1,787,402	2,263,678	2,098,428	3,447,768
Boston & Maine Railroad,	400	27,448	53,522	23,932	37,884	17,957	10,400	—	1,088	600
Boston & Providence R.R.,	770	1,001	102	—	—	10,000	600	—	—	—
Eastern Railroad,	—	—	—	—	800	1,015	1,400	600	—	—
Old Colony Railroad,	—	—	—	—	500	—	—	—	—	—
Portland Steamer,	—	—	—	—	—	—	—	—	—	—
New York Steamer,	2,452	—	—	—	—	—	—	—	—	—
Baltimore Steamer,	—	—	—	—	—	—	—	—	—	—
Philadelphia Steamer,	—	—	—	—	—	—	—	—	—	—
New Orleans Steamer,	—	—	—	—	—	—	—	—	—	—
Sail-Vessels,	—	—	—	—	—	—	—	—	—	—
Other Sources,	35,017	—	—	—	—	—	4,500	—	—	—
Total from Seaboard,	88,639	28,449	53,624	23,932	39,184	28,972	16,900	600	1,088	600
Total from all Sources,	4,143,237	5,186,293	4,296,972	4,239,880	2,871,088	2,586,267	1,804,302	2,264,278	2,099,516	3,448,368

Increase in 1887, 1,358,852 bushels, = 64 per cent.

Percentage of Total Receipts for each Road.

	Flour.	Corn.	Oats.	Wheat.
Boston & Albany,	44.8	56.7	30.5	48.2
Boston & Lowell,	3.7	6.2	9.9	2.1
Fitchburg,	48.6	35.2	52.99	49.7
New York & New England,	1.9	0.7	1.6	—
All other sources,	1	1.2	0.01	—
	100	100	100	100

Summary of Grain Receipts in Boston during Ten Years.

	Flour—Barrels.	Corn—Bushels.	Oats—Bushels.	Wheat—Bushels.
1878,	1,777,223	9,660,252	3,097,805	4,143,237
1879,	2,076,833	11,183,041	3,457,787	5,186,293
1880,	2,418,859	14,959,001	3,592,730	4,296,972
1881,	2,853,079	14,801,823	3,786,347	4,239,880
1882,	2,383,026	8,596,838	4,377,209	2,871,088
1883,	3,590,688	10,272,824	4,931,613	2,586,267
1884,	3,705,513	10,161,788	5,762,894	1,804,302
1885,	3,343,103	8,818,546	6,044,629	2,264,278
1886,	3,375,172	8,335,588	7,570,501	2,099,516
1887,	3,421,933	6,885,057	6,162,972	3,448,368

[B.]

Tabular Statement of Accidents reported to the Board of Railroad Commissioners during Year ending Sept. 30, 1887.

RAILROADS.	GENERAL STATEMENT.							PASSENGERS.					
	Whole Number of Persons Injured.	Passengers.	Employees.	At Grade Crossings and Stations.	Trespassers.	Children.	Adults.	Killed.	Injured.	By Causes beyond their own Control.		By their own Misconduct or want of Caution.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany,	164	24	96	10	34	6	158	42	122	1	16	-	7
Boston & Lowell,	65	5	41	8	11	1	64	23	42	-	-	2	3
Boston & Maine,	113	16	33	14	50	13	100	44	69	-	-	6	10
Boston & Providence,	150	126	5	3	16	3	147	41	109	22	102*	-	2
Fitchburg,	123	15	82	5	21	2	121	31	92	-	3	1	11
New York & New England,	67	1	50	1	15	2	65	16	51	-	-	-	1
Old Colony,	53	7	17	8	21	5	48	31	22	-	-	3	4
Boston, Winthrop & Shore,	2	-	2	-	-	-	2	2	-	-	-	-	-
Cheshire,	8	3	1	-	4	1	7	7	1	-	-	2	1
Connecticut River,	2	-	1	-	-	-	2	1	-	-	-	-	-
Hanover Branch,	2	-	1	-	1	-	2	1	1	-	-	-	-
Millford & Woonsocket,	4	-	3	-	1	-	4	1	4	-	-	-	-
Nantasket Beach,	2	-	1	-	-	-	1	-	-	-	-	-	-
New Haven & Northampton,	4	-	3	-	1	-	4	1	1	-	-	-	-
New London Northern,	2	-	1	-	1	-	2	1	1	-	-	-	-
New York, New Haven & Hartford,	5	-	3	-	2	1	4	2	3	-	-	-	-

Norwich & Worcester, . . .	4	—	3	—	1	—	4	1	3	—	—	—	—	—	—	—	—
Providence & Worcester, . . .	11	—	1	—	8	—	10	7	4	—	—	—	—	—	—	—	—
Troy & Greenfield, . . .	13	1	11	—	1	—	13	4	9	—	—	—	—	—	—	—	1
Worcester, Nashua & Rochester, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Housatonic, of Connecticut, . . .	8	—	6	—	1	—	8	6	2	—	—	—	—	—	—	—	—
Boston, Revere Beach & Lynn, . . .	3	—	—	—	3	—	2	2	1	—	—	—	—	—	—	—	—
Grafton Centre, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Martha's Vineyard, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantucket, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester & Shrewsbury, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Union Freight, . . .	3	—	1	—	2	—	2	3	—	—	—	—	—	—	—	—	—
Manchester & Lawrence, . . .	2	—	—	—	2	—	1	1	1	—	—	—	—	—	—	—	—
	802	198	357	54	193	38	764	265	537	23	121	14	40				

* The company reported "upwards of 100" injured in the Bussey Bridge disaster, and more than 200 claimed to have been injured more or less. At the time of the investigation it was thought that 100 would include all who were actually injured.

Tubular Statement of Accidents, etc. — Continued.

RAILROADS.	EMPLOYEES.													
	Train-Men.	Other Employees.	By Coupling or Uncoupling Cars.		By Overhead Bridges.		By Train Acci- dents.		Falling f'm Train or Engine.		Various Causes.*		Total Killed.	Total Injured.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
Boston & Albany,	81	15	3	23	—	2	15	2	7	15	7	22	19	77
Boston & Lowell,	29	12	—	15	1	1	—	—	2	5	8	9	11	30
Boston & Maine,	27	6	1	17	1	—	—	—	2	4	1	6	5	29
Boston & Providence,	5	—	—	—	—	—	3	1	—	—	—	—	2	3
Fitchburg,	72	10	4	30	—	1	8	2	3	6	8	20	17	65
New York & New England,	44	6	—	15	2	1	—	—	2	11	3	16	7	43
Old Colony,	15	2	1	2	—	—	—	—	5	3	2	4	8	9
Boston, Winthrop & Shore, Cheshire,	—	—	—	—	—	—	—	1	—	—	1	—	2	—
Connecticut River,	1	—	—	—	—	—	—	—	1	—	—	—	1	—
Hanover Branch,	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Milford & Woonsocket,	1	—	—	1	—	—	—	—	—	—	—	—	—	3
Nantasket Beach,	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Haven & Northampton, New London Northern,	2	1	—	2	—	—	—	—	—	—	—	1	—	3
New York, New Haven & Hartford, Norwich & Worcester,	2	1	—	1	—	—	—	—	—	—	—	1	1	2
Providence & Worcester, Troy & Greenfield,	3	1	—	2	—	—	—	—	—	1	—	—	—	3
Worcester, Nashua & Rochester,	1	8	—	3	—	—	—	—	1	2	2	3	3	18
	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Housatonic, of Connecticut, . . .	6	-	2	-	-	-	-	-	-	-	2	1	1	1	3	3
Boston, Revere Beach & Lynn, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grafton Centre, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Martha's Vineyard, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nantucket, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Worcester & Shrewsbury, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Union Freight, . . .	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
Manchester & Lawrence, . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	300	57	11	111	4	6†	6	26	24	50	34	85	79	278		

* Crossing track or carelessly stepping in front of moving engine or car, 26; jumping from moving train, 16; stumbling in getting upon car, 6; struck by passing train, 10; caught between platform and car, 5; contact with signal post, 4; contact with switch lever or target, 3; slipping on ladder, 4; stumbling against train, attempting to board moving train, caught between two engines, falling on track, and run over while inspecting under cars, 2 each; caught between switch-handle and car, thrown from hand-car, foot caught in frog, falling from bridge, falling from passenger car, etc., 1 each.

† Including three injured by contact with bridge-guard, water-spout and semaphore.

Tabular Statement of Accidents, etc. — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TRANSFERS.				
	With Gates or Flag-men.	Without Gates or Flagmen.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Apparent Suicide.
Boston & Albany,	—	10	5	5	—	—	26	8	17	17	2
Boston & Lowell,	5	2	2	5	—	—	9	2	8	3	—
Boston & Maine,	5	5	4	6	2	2	41	9	29	21	2
Boston & Providence,	1	2	2	1	1	1	12	4	13	3	3
Fitchburg,	3	1	1	3	1	1	20	1	12	9	—
New York & New England,	—	1	1	1	—	—	13	2	9	6	1
Old Colony,	3	5	4	4	—	—	16	5	17	4	2
Boston, Winthrop & Shore, Cheshire,	—	—	—	—	—	—	—	—	—	—	—
Connecticut River,	—	—	—	—	—	—	4	—	4	—	—
Hanover Branch,	—	—	—	—	—	—	—	—	—	—	—
Milford & Woonsocket,	—	—	—	1	—	—	1	—	1	—	—
Nantasket Beach,	—	—	—	—	—	—	—	—	—	—	—
New Haven & Northampton,	—	—	—	—	—	—	—	1	—	1	—
New London Northern,	—	—	—	—	—	—	1	1	1	1	1
New York, New Haven & Hartford, Norwich & Worcester,	—	—	—	—	—	—	1	1	1	1	—
Providence & Worcester, Troy & Greenfield,	—	2	—	2	—	—	7	1	7	1	—
Worcester, Nashua & Rochester,	—	—	—	—	—	—	—	1	1	—	—

Train Accidents reported to the Board of Railroad Commissioners during the Year ending September 30, 1887.

COLLISIONS.	Number.	Persons killed.	Persons injured.
<i>Rear.</i>			
Passenger train with freight train on siding, caused by misplaced switch,	1	-	4
Passenger train with freight train backing to siding, by failure of flagman to go far enough,	1	-	-
Passenger train with cars standing on main track, flag not sent back far enough,	3	-	4
Freight train with another freight train, by failure of flagman to go back far enough,	2	1	-
Freight train with its detached engine, which it followed too close to allow switch to be thrown,	1	-	4
<i>Crossing.</i>			
Engine from side track with passenger train on main track,	1	-	-
Engine from one track with freight train on another track in yard,	1	-	4
	10	1	16
DERAILMENTS.*			
Passenger trains, caused by broken journal,	2	1	15
Passenger trains, caused by broken rail,	1	-	8
Passenger trains, caused by defect in switch,	1	-	2
Freight train, caused by land slide,	1	1	-
Freight train, cause unknown,	1	1	-
Mixed train, caused by misplaced switch,	1	-	-
Passenger train, by falling of bridge,	1	24	100
	8	27	120

* Derailments causing no personal injury, slight damage to property and no serious delay of passenger trains, are not reported.

Tubular Statement of Accidents reported to the Board of Railroad Commissioners during Ten Years.

	GENERAL STATEMENT.								PASSENGERS.				EMPLOYEES.		
	Whole number of Casualties to Persons.	Passengers.	Employees.	At Highway Crossings and Stations.	Trespassers.	Children.	Adults.	Fatal.	Not Fatal.	From Causes beyond their own Control.	From their own Misconduct or Want of Care.	Fatal.	Not Fatal.	Train-Men.	Other Employees.
Year ending Sept. 30, 1878,	304	38	96	37	133	37	267	150	154	2	36	10	28	68	28
" " 1879,	405	208	83	32	82	25	380	115	290	186	23	21	188	71	12
" " 1880,	346	24	157	54	111	24	322	146	200	1	23	9	15	113	44
" " 1881,	415	42	200	47	126	23	392	184	231	11	31	15	27	167	33
" " 1882,	414	27	198	57	132	29	385	163	251	4	22	9	15	158	40
" " 1883,	524	61	266	50	147	33	491	191	333	1	24	14	21	192	73
" " 1884,	457	76	182	38	161	33	424	181	276	44	32	14	62	139	43
" " 1885,	517	74	233	55	152	28	486	163	351	12	62	14	60	191	42
" " 1886,	583	107	273	44	159	43	540	201	382	45	62	20	87	212	61
" " 1887,	802	198	357	54	193	38	764	265	537	144	54	37	161	300	57
Total,	4,767	855	2,045	468	1,396	343	4,451	1,759	3,005	450	369	163	664	1,591	433
Average,	476.7	85.5	204.5	46.8	139.6	34.3	445.1	175.9	300.5	45.0	36.9	16.3	66.4	159.1	43.3

Tabular Statement of Accidents, etc., during Ten Years — Concluded.

	EMPLOYEES — Concluded.							AT HIGHWAY CROSSINGS.				AT STATIONS.		THREE PASSENGERS.				
	Coupling or un- coupling Cars.	By Overhead Bridge.	By Train Ac- cidents.	Falling from Train.	Various Causes.	Fatal.	Not Fatal.	With Gates or Flagmen.	Without Gates or Flagmen	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Walking or ly- ing on track.	Unlawfully riding on Cars.	Fatal.	Not Fatal.	Suicide.
Year ending Sept. 30, 1878,	24	10	15	15	32	34	62	12	17	20	9	3	5	102	31	84	49	3
“ “ 1879,	25	7	8	24	19	28	55	13	17	13	17	1	1	70	12	54	28	5
“ “ 1880,	43	12	21	47	34	49	108	20	30	19	31	1	3	93	18	72	40	4
“ “ 1881,	59	28	18	46	48	72	128	12	24	11	25	5	6	104	22	81	45	3
“ “ 1882,	60	18	15	43	62	56	142	25	29	21	33	3	—	109	23	75	57	7
“ “ 1883,	86	14	13	55	97	62	203	18	26	15	29	4	2	112	33	93	54	3
“ “ 1884,	68	12	11	35	56	47	135	19	13	13	19	4	2	126	35	104	57	4
“ “ 1885,	91	10	19	42	70	29	204	20	30	23	27	1	3	120	32	93	59	3
“ “ 1886,	107	8	25	55	78	62	211	15	20	22	13	6	3	130	29	91	68	3
“ “ 1887,	122	10	32	74	119	79	278	17	30	19	28	3	4	158	35	126	67	11
Total, . . .	685	129	177	426	615	518	1,526	171	236	176	231	31	29	1,124	270	892	524	46
Average, . . .	68.5	12.9	17.7	42.6	61.5	51.8	152.6	17.1	23.6	17.6	23.1	3.1	2.9	112.4	27.0	89.2	52.4	4.6.

Tabular Statement of Accidents to Employees in Massachusetts during Ten Years.

YEAR ENDING SEPT. 30.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Total.
Injured by coupling cars,	24	25	43	49	60	86	68	91	107	122	675
by overhead bridges,	10	7	12	28	18	14	12	12	8	10	181
by train accidents,	15	8	19	18	15	13	11	19	25	32	175
by falling from trains,	15	24	47	46	43	55	35	42	55	74	436
by other causes,	30	17	34	47	62	97	56	69	78	119	509
by explosion of locomotives, . .	2	2	2	2	—	—	—	—	—	—	8
Totals,	96	83	157	200	198	265	182	233	273	357	1,934

*Train Accidents in the United States in each Month during the Year ending Sept. 30, 1887.**

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Collisions,	63	63	65	54	57	45	28	35	43	61	65	83	662
Deraillments,	51	59	46	73	67	59	58	43	42	53	64	63	678
Other train accidents,	4	8	4	13	8	13	4	5	3	3	8	4	77
Total train accidents,	118	130	115	140	132	117	90	83	88	117	137	150	1,417
Deraillment of passenger trains 1885-86,	18	16	16	35	26	16	20	12	17	18	20	22	236
Deraillment of freight trains,	33	43	30	38	41	39	38	33	25	35	44	41	440
Number of persons killed,	92	8	9	15	46	42	24	18	5	19	102	18	338
Number of persons injured,	60	62	59	89	72	171	64	35	38	71	236	93	1,050
Collision between passenger trains,	1	2	8	30	21	24	3	16	15	34	27	41	222
Collision between passenger and freight trains,	10	15	19	72	83	68	49	43	67	81	96	119	758
Collision between freight trains,	52	46	38	24	7	9	17	8	11	44	26	40	246
Number of persons killed,	16	23	21	24	7	39	42	30	58	191	86	95	760
Number of persons injured,	43	32	68	42	94	13	4	5	3	3	8	4	77
Other train accidents,	4	8	4	13	8	13	4	5	3	3	8	4	77
Number of persons killed,	-	2	5	7	2	8	-	5	1	3	1	3	37
Number of persons injured,	3	12	2	6	-	2	2	8	4	9	1	3	52

Total number of persons killed,

Total number of persons injured,

. 621 | Average collisions per month, 55.17

. 1,862 | Average deraillments per month, 55.5

* As reported in the Railroad Gazette.

Train Accidents in the United States during Ten Years.

	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
Total number of train accidents,	779	843	937	1,480	1,332	1,640	1,293	1,230	1,141	1,417
Total number of persons killed,	200	182	227	435	385	475	388	331	366	621
Total number of persons injured,	689	751	946	1,691	1,467	1,798	1,913	1,534	1,497	1,862

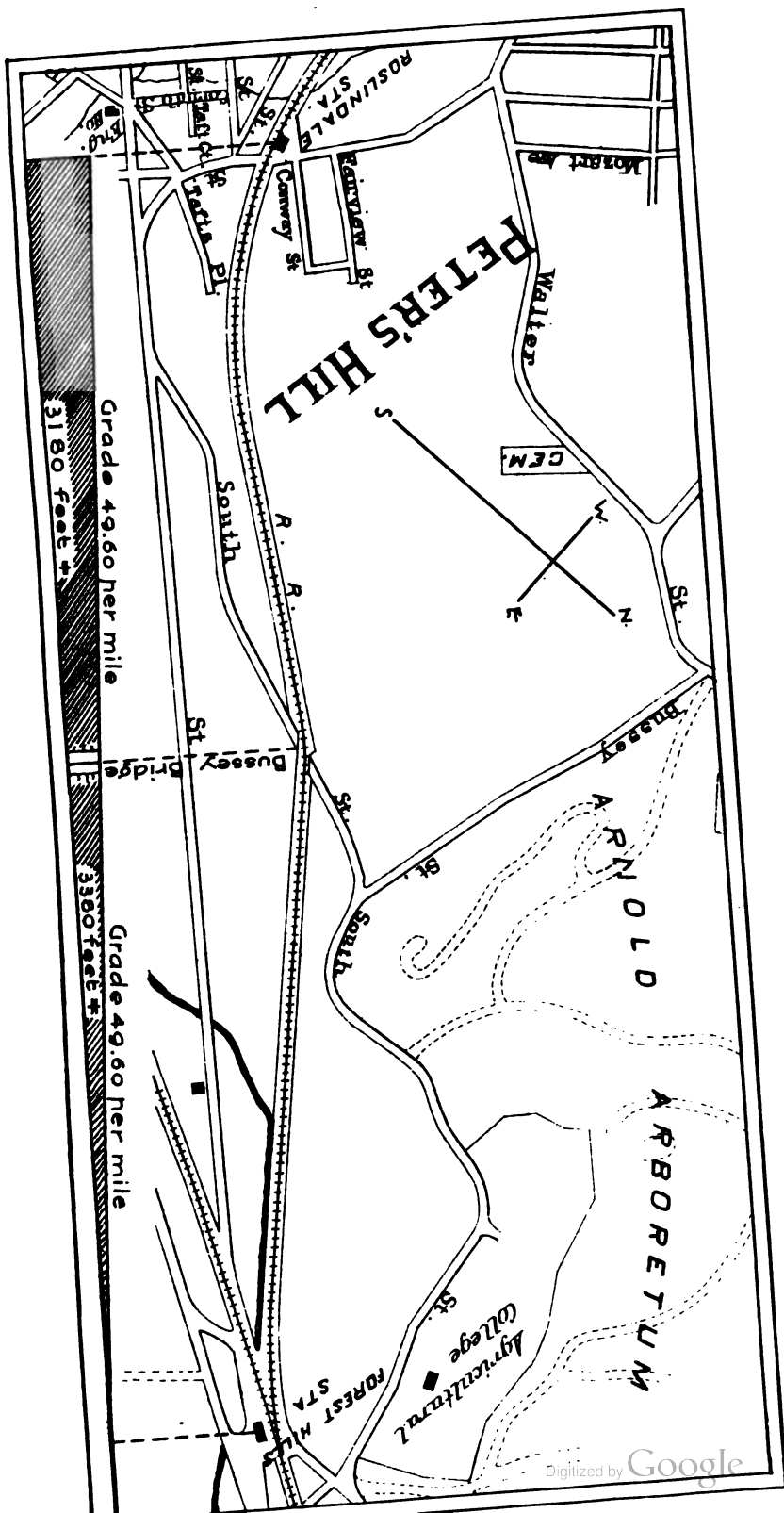
[C.]

SPECIAL REPORTS ON ACCIDENTS.

DISASTER ON THE DEDHAM BRANCH OF THE BOSTON & PROVIDENCE RAILROAD, AT THE BRIDGE COMMONLY KNOWN AS THE BUSSEY BRIDGE, MONDAY, MARCH 14, 1887.

On the morning of the fourteenth day of March last past, an appalling disaster happened to the seven o'clock train from Dedham on the Dedham branch of the Boston & Providence Railroad at the bridge commonly known as the Bussey Bridge over South Street, between the Roslindale and Forest Hills stations, in that part of Boston called West Roxbury.

Within a few hours after the catastrophe, two members of the Board visited the scene, carefully examined the wreck, and in accordance with their request, Mr. A. A. Folsom, the superintendent of the road, undertook to have preserved all portions of the wreck which would be likely to throw light on the cause of the accident, and especially two broken hangers to which his attention was called. On the same afternoon the Board employed Mr. Thomas Doane, civil engineer, as an expert in its behalf, to make a careful examination of the details of the wreck, and to see that all important portions of it were preserved in accordance with the agreement of the superintendent. The railroad company also employed Mr. Edward S. Philbrick to act in a similar capacity in its behalf.



MAP OF RAILROAD & VICINITY BETWEEN ROSLINDALE & FOREST HILLS.

THE HEARINGS.

The first public hearing was given on Tuesday, the fifteenth day of March, being the day after the accident, and thirteen sessions in all were held, the last being on Monday, the 4th of April.

The Board felt that greater confidence would be placed in the testimony of the employees of the train if they were examined without delay, and accordingly proceeded at once with their examination. Next they examined the officials of the road who were responsible for the road-bed, for the bridge and for the rolling-stock; then those people who were represented to have discovered defects in the bridge in the past; then two eye-witnesses of the disaster and several passengers on the train, and finally the experts. This order of the investigation gave the experts the benefit of all the evidence which was before the Commission, so that they could express their opinion with a full knowledge of the details of the disaster.

The employees of the train who were examined were conductor William H. Alden, engineer Walter E. White, fireman Alfred E. Billings, and brakemen John Tripp and Elisha Annis. There were two other conductors, one of whom, Myron Tilden, was killed, probably at the rear platform of the third car, as his body was found on the embankment on the Boston side of the bridge behind the car; and the other, Webster N. Drake, was so badly injured as to be unable to attend. There was a third brakeman, Winfield W. Smith, who also suffered severe injuries.

This is a complete list of the employees in charge of the train.

The Board also examined the president of the company, Mr. Henry A. Whitney, and two of the directors, Messrs. Balch and Robeson; the superintendent of the road, Mr. A. A. Folsom; the master mechanic, Mr. George Richards; the superintendent of construction, Mr. George F. Folsom (not a relation of Mr. A. A. Folsom, the super-

intendent of the road); the chief car inspector, Mr. Edward Lang; the foreman of carpenters, Mr. James A. Folsom, a brother of Mr. George F. Folsom; the clerk in the superintendent's office, Mr. George A. Davis; and the builder of the bridge, Mr. Edmund H. Hewins.

Messrs. Harlan W. Brock, Henry C. Allen, Theodore B. Moses and Israel G. Whitney were examined in relation to reported defects in the bridge; Thomas P. Lally of the Boston Fire Department, as to fires; and Martin Lynch and Joseph McDonald, as eye-witnesses of the accident.

The following passengers also testified:—

Messrs. W. K. Dennett, Frank Davidson and Arthur W. Crosby, who were in the first car; Messrs. Joseph K. P. Reed, Rudolph Weimar, Julius Meyer and Wright W. Williams, who were in the second car; Messrs. Charles T. Bowthorp, Charles E. Farrington and Winslow J. Spaulding, who were in the third car; Messrs. Charles C. Darling, Jr., and Frank Cutter, who were in the fourth car; Messrs. Cyrus W. Hayes, Francis W. Gibbons and George F. Waldron, who were in the fifth car; Mr. Edward V. Cormerais, Miss Alice L. Page and Miss Mary A. Page, who were in the sixth car; and Mr. Louis Arnold, who was in the eighth car.

Among the experts who were examined were Henry Manley, Assistant Engineer of the city of Boston; Prof. George F. Swain, of the Institute of Technology; Prof. George L. Vose, and Messrs. Edward S. Philbrick and Thomas Doane, civil engineers.

THE MAKE-UP OF THE TRAIN AND THE NUMBER OF PASSENGERS.

It appeared that the train left Dedham at seven o'clock in the morning, drawn by the engine "Torrey," built in 1880 at the Rhode Island Locomotive Works, and weighing $32\frac{1}{2}$ gross tons. There were nine cars on the train, arranged in the following order: passenger cars Nos. 52, 18, 28, 87, 54, 80, 81 and 82, and at the rear

end of the train a combination smoking and baggage car No. 1. There were from 275 to 300 people on the train when it left Roslindale. The fourth car, No. 87, was fortunately not so well filled as some of the others.

THE KILLED AND WOUNDED.

The dead number twenty-three. Most of them were killed outright. Some survived a few hours, one several days. Over one hundred were injured, and of these more than half received injuries of a serious nature. Many of the victims, being residents of Roslindale, were cared for by their friends and relatives. Some were brought to the city, where arrangements were made by the railroad for their reception at the hospitals; but as soon as ambulances and other means of conveyance could be obtained most of the sufferers were taken to their homes.

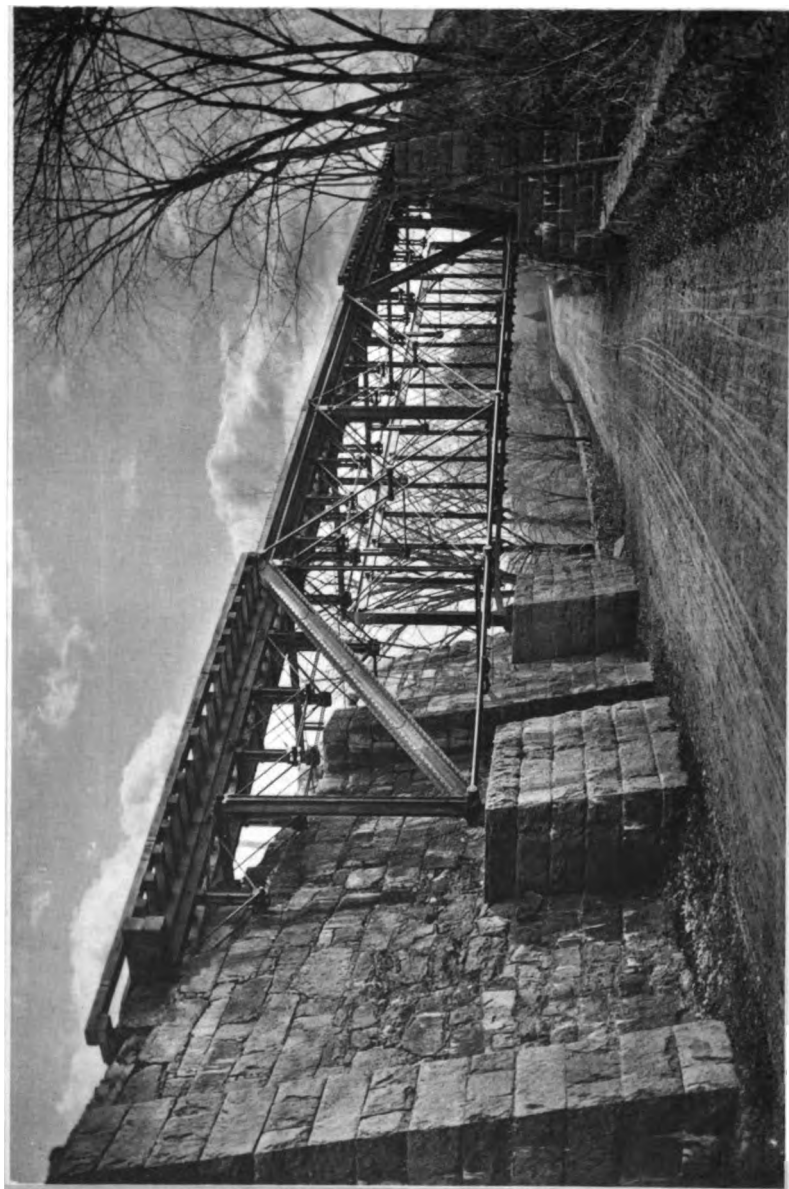
THE HISTORY OF THE BRIDGE.

The Bussey Bridge was formerly a Howe truss wooden bridge. At that time portions of it were tinned to prevent it from catching fire, and it then acquired the name of the "Tin Bridge." In 1870, the westerly wooden truss was replaced by an iron rectangular truss made by the National Bridge Company, of which Mr. C. H. Parker was engineer. The bridge was then a nondescript bridge, having one iron and one wooden truss. In 1876, the railroad company removed the wooden truss, changed the Parker truss from the west side to the east side of the bridge, and had a new iron truss put on the west side. This work was done by Edmund H. Hewins, civil engineer. Only two proposals were made at that time to the company for rebuilding or repairing this bridge; one from Mr. Parker, representing the National Bridge Company, and the other from Mr. Hewins, representing the Metropolitan Bridge Company. A copy of the proposal made by Mr. Hewins was submitted at the hearing, and was signed "Metropolitan Bridge Company by

Edmund H. Hewins, agent." It appeared that there never had been any such company as the Metropolitan Bridge Company, Mr. Hewins testifying that it was his intention at that time to organize a bridge company, and that he commenced under that name by himself, until such time as the organization could be made, and it was in fact never consummated.

It further appeared that Mr. A. A. Folsom, the superintendent of the road, and the superintendent of construction, Mr. George F. Folsom, knew that the bridge was being built partly at the Trenton Iron and Steel Company's Works and partly at the Phoenix Bridge Company's Works, but that they never inquired about the standing or even the existence of the Metropolitan Bridge Company, and knew only and looked only to Mr. Hewins for responsibility in the matter. They had known him previously as engineer for the Moseley Iron Works at Readville, and his bearing impressed them as that of an able and upright man. Mr. A. A. Folsom, the superintendent of the road, also testified that he made inquiry of one man, now dead, in regard to Mr. Hewins, and received a favorable report, and thinks he may have inquired of one or two others.

The main tension members of the bridge were made at the Phoenix Iron Works, and were of excellent workmanship and apparently of good material. The rest of the bridge was made at the Trenton Iron and Steel Company's Works, also a reputable company; but it appeared that the work there was done, not under the superintendence of the officers of that company, but under the superintendence of an agent of Mr. Hewins, the iron company furnishing only the iron, the workmen and the tools, so that the company did not and does not consider itself responsible for the quality of the iron or the workmanship. Moreover, Mr. George F. Folsom, the superintendent of construction, testified that since 1861 he had had charge of the construction and repairs of buildings and of bridges, that for ten



BOSTON, MASS.

THE BUSSEY BRIDGE.

HELIOTYPE PRINTING CO.,

years previous to that date he had worked as a machinist in the shops of the company, that up to the time of his appointment as superintendent he had had no practical experience in bridge building, that his first experience in iron bridge building was in connection with these trusses in the Bussey Bridge, that he was at the bridge but little while the construction was going on, that he had other business to attend to, and that he trusted wholly to Mr. Hewins to build the bridge properly and put it up in proper shape.

The work of putting up the bridge was done under the superintendence of Mr. Hewins by employees of the Boston & Providence Railroad.

It further appears that the railroad company employed no expert to pass either upon the original design of the bridge or upon the bridge after it was constructed, and in fact consulted nobody in regard to it.

If the management of the railroad had taken the trouble to make inquiry, it would have learned that the company which Mr. Hewins professed to represent did not in fact exist, and that not only the design but the quality of much of the materials and workmanship of the bridge depended solely upon his ability, honesty and faithfulness.

As a matter of fact, the material and workmanship of the compression members appear to have been sufficiently good. The design in many of its details proved to be bad.

Such a way of doing business would be lax in a purely commercial transaction. In contracting for and constructing a bridge, in dealing with a matter involving the safety of life, it was culpable.

DESCRIPTION OF SOME OF THE PECULIARITIES OF THE BRIDGE.

The old rectangular or Parker truss, as has been stated, was removed in 1876 from the west to the east side, and the new Hewins truss, which had oblique end-posts, was erected on the west side. The cross iron floor-beams

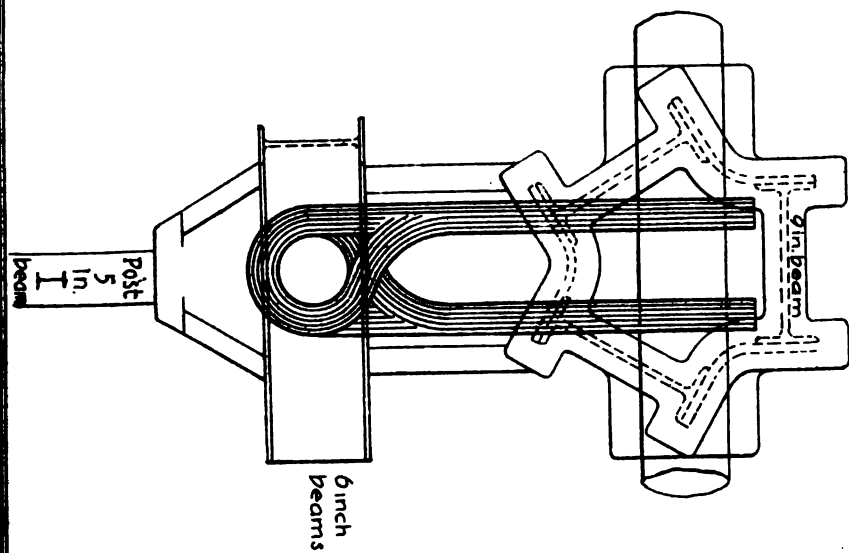
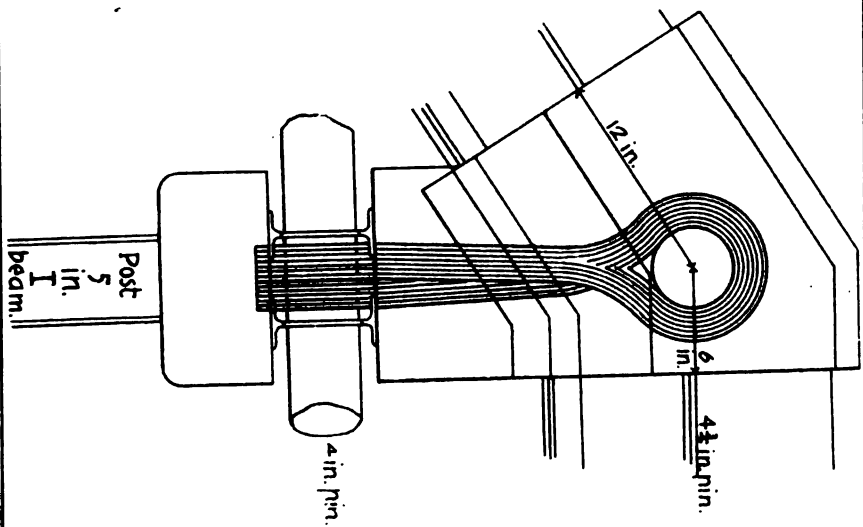
rested on top of the Parker truss, but were hung underneath the top chord of the Hewins truss. The skew of the bridge was so great that the floor-beam which ran from the centre of the Hewins truss rested on the north end of the Parker truss.

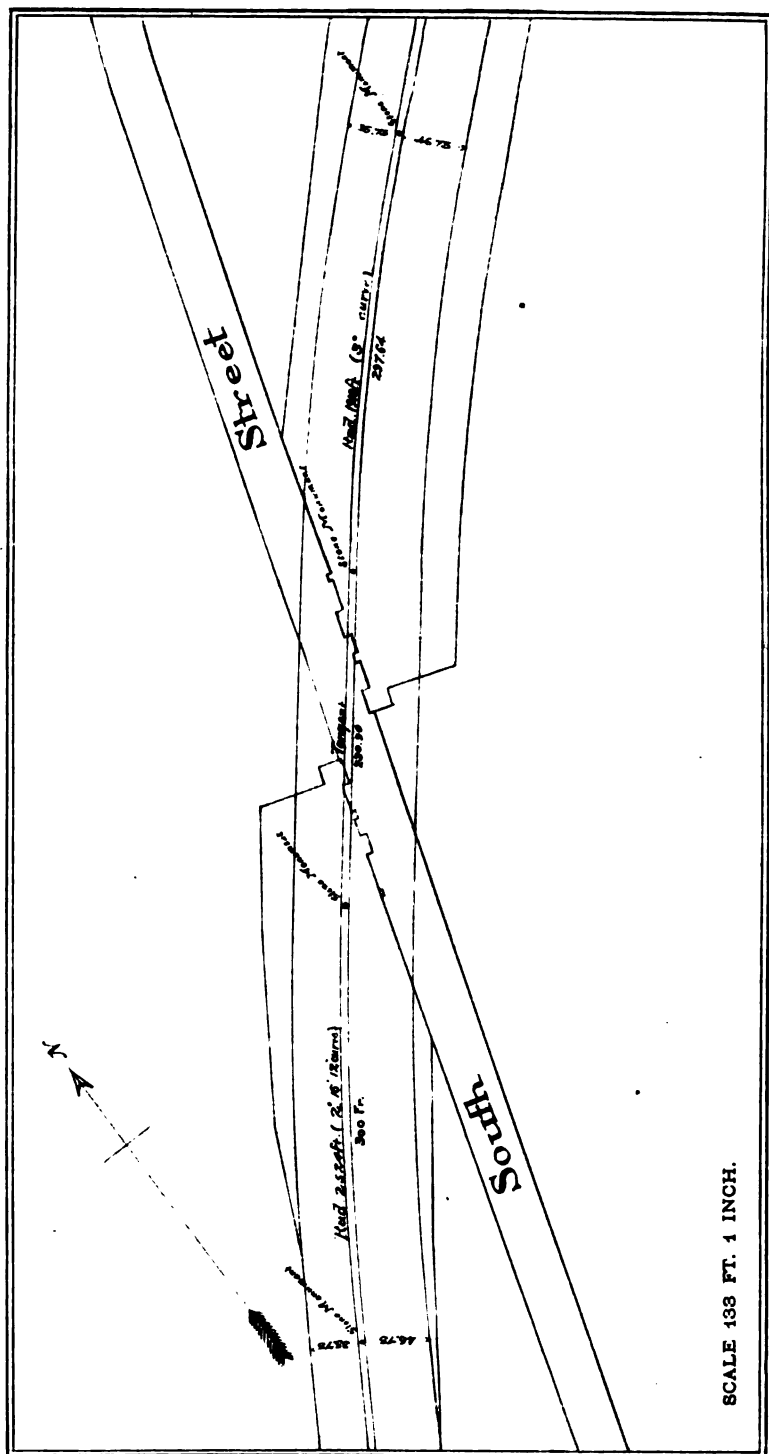
In the top chord of the Hewins truss were three cast-iron joint-blocks, one at the centre, and one at either end, against which the end posts and the two wrought iron sections of the top chord abutted and were held in position by the force of compression. From the joint-block at either end of the top chord, a cross iron floor-beam was suspended by means of two hangers, the loop at one end of each of which passed round a pin in the joint-block, and at the other end round a pin passing through the two I-beams constituting the cross floor-beam aforesaid. These hangers were so encased in the joint-block and were so placed with reference to the I-beams that only a small portion of the lower side of the lower loop could be seen. Their dimensions are given in the drawings submitted herewith, which also show their eccentricity, so called, — that is, the hangers were so made that a line drawn from the centre of one loop to the centre of the other loop did not coincide with the middle line of the shank, as it should do in order to secure the greatest strength. The cross floor-beams supported by these hangers had also some additional support from a five-inch iron I-post running down to the bottom chord.

The Parker truss was designed to carry its load at seventeen points, but the floor-beams rested upon it at four points only.

The trusses were twenty feet apart from centre to centre, it having been the original idea to put at some time two tracks across the bridge, but in reality only one track had ever been constructed, and that track was placed close to the west or Hewins truss, so that this truss bore about four-fifths of the weight of a passing train, and the Parker or rectangular truss bore the remaining fifth only.

LONGITUDINAL & TRANSVERSE VIEWS OF HANGERS





MAP OF BOSTON & PROVIDENCE R. R. & SOUTH STREET AT BUSSEY BRIDGE.

**THE TRACK FROM ROSLINDALE TO THE BRIDGE, AND
THE RATE OF SPEED AT WHICH THE TRAIN WAS
MOVING.**

The train was from five to seven minutes late when it left the Roslindale station. The distance from this station to the bridge is about three-fifths of a mile.

A curve of two degrees terminates fifty-five feet from the bridge. The track from that point across the bridge and for forty-five feet beyond is straight.

It is a down grade all the way from Roslindale to the Forest Hills station, the grade being fifty feet to the mile. Professor Swain estimated that with the given grade and curvature, allowing for ordinary friction, a train impelled simply by gravity from a position at rest at Roslindale would have acquired a speed of about twenty miles an hour when it reached the bridge. Walter E. White, the engineer, testified that he had about ninety pounds of steam and worked steam with the throttle open two or three notches all the time after leaving Roslindale, but that he had not, in his opinion, acquired a speed of about more than fifteen miles an hour, because the air brakes came off slowly and retarded the train. The condition of the wreck indicated that the train must have been going considerably faster than the engineer supposed. The experts generally placed the rate at thirty miles an hour or more.

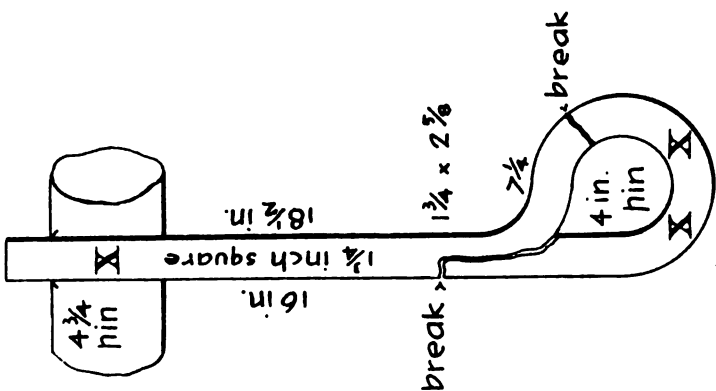
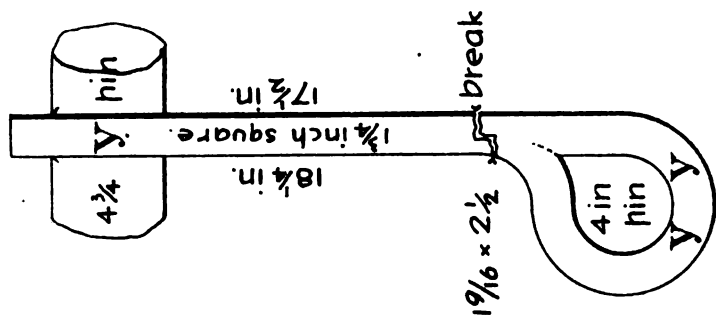
The engineer had served in that capacity on the Dedham branch for more than thirty years. He knew that the rules limited the speed on the old bridge to twelve miles an hour, and thought that the same rule applied to the new bridge. He did not know whether he had received any printed or written instructions since the bridge was rebuilt in 1876. If he had received any, he did not know where they were. The superintendent of the road subsequently testified that the limitation as to speed had been removed after the bridge was rebuilt in 1876 and he submitted a printed copy of the present "Rules and Regula-

tions," the second and last edition of which was issued in 1881. It often happens that an employee of long standing blindly follows routine and loses sight of the reason or authority which established the practice. This may be a source of danger and should be guarded against. The engineer showed that he was a man who would tell what he believed to be the truth, no matter how disastrous the consequences might be to himself.

THE ENGINEER'S ACCOUNT OF THE DISASTER.

The engineer testified that when he struck the bridge everything seemed to be all right; that he did not notice any settling or swinging, but when he came to the Boston end of the bridge he saw the forward end of the engine come up with a jar, and when the drivers came along there was a shock; that he looked round and saw the forward car was off the track, and that he had broken away from it, that the coupling was broken, and that the car was off the track and going to the east side. His first impulse was to stop. He reversed the engine and then looked back again, and saw the first and second cars off the track, and a cloud of smoke coming up; then he knew the cars had gone through the bridge. The engine had almost stopped. Then, to use his own words, "I happened to think that we two, me and the fireman, could not do much ourselves, and I knew there was help on the train at Forest Hills, who were going down to Dedham to work on the bridge. I thought of all these things quicker than I can tell it here. So, quick as I could, I put on steam, and went down to Forest Hills. I blew the whistle all the way, with my body hanging out of the window and I saw people coming out of doors, and I kept pointing up the track, and they ran out of their houses, and before I got down to Forest Hills I saw a good many going up that way; and before I got to the station I saw Mr. Worley, and hollered to him that the train had gone through the bridge, and to throw the switch to have

LONGITUDINAL & TRANSVERSE VIEWS OF BROKEN HANGERS



Prince's train run up; and I ran down to Prince's train that was coming on the outward track, and hollered to him what was the matter, and he started and went up there as quick as he could. Then I went back, and hollered to the station agent and told him to telephone for doctors and ambulances. Then after Prince had gone up with his train, I followed up with my engine."

It was due to this wise action of the engineer that notice of the catastrophe was immediately received at the office of the superintendent of the road. The police and fire departments were summoned, and physicians and surgeons were secured and promptly taken to the wreck.

THE CAUSE OF THE DISASTER.

The testimony of the passengers, of the employees on the train and of two outside witnesses shows conclusively that the trouble originated on the north half of the bridge, and the evidence as a whole clearly indicates that the original cause of the disaster was the breaking of the hangers at the joint-block at the north end of the Hewins truss. In this view the counsel of the corporation and the experts, including the expert employed by the corporation, concur. These hangers were found in the street, and were examined by several people, including one of the Commissioners, on the morning of the accident. They were broken, the upper loops with part of the shank remaining in the joint-block and the lower loops with the remainder of the shank lying near by.

One hanger was broken through the shank, and about seven-eighths of this break was old. In the other hanger the lower loop was broken on the side and at its junction with the shank. At the shank there were indications of an old break through about one-eighth of the sectional area. The hangers should have been die forged. They were loop welded, and the weldings were imperfect.

The eccentricity, so called, of these hangers was unnecessary. This eccentricity caused the strains to be

transverse and unequally distributed. In consequence thereof the hangers were for their work in the bridge not nearly as strong as the same amount of material would have been had they been properly designed. Portions of them without making any allowance for the jar of the train were subjected by each passing engine to strains approaching, if not in excess of, the elastic limit. The margin of strength, if any, was so small as to be inconsistent with safety. Iron will surely break if repeatedly subjected to a load which strains it materially beyond its elastic limit. The hangers were unfit for their work. The wonder is that they held on so long as they did. They had been breaking for some time. On the morning of the accident there was little more than the equivalent of one hanger left.

The theory that the disaster was due to a derailment of the train received no sufficient confirmation. On the contrary the fact was abundantly established by the evidence that neither the ties on the embankment south of the bridge nor those on the south half of the bridge itself showed any signs of derailment. If a derailment occurred it must have occurred within a few feet of the joint-block at the north end of the Hewins truss.

A theory was also started at the investigation that the disaster might have been caused by the dropping of a brake beam between the ties, but the theory was not supported by the necessary evidence. If a brake beam dropped at all it must have dropped within a few feet of the hangers.

When the hangers gave way, the track system, from the centre of the bridge to the iron post near the abutment, a distance of fifty-two feet, lost its main support, but it still had considerable strength, not sufficient to carry a train, but sufficient to retard somewhat its fall. In the first place there was the five-inch iron I-post supporting the cross floor-beam, immediately underneath the hangers. Then the track system had in itself some supporting power. There were three sections of sixty-foot rails on

the bridge, extending some distance on to the embankment on either side. The sixty-foot rails, which began on the north embankment, extended on to the bridge to a point five or six feet south of the angle-block which held the broken hangers.

The track stringers, which rested on the cross floor-beams, were of iron, and on top of them was a six-by-nine hard-pine beam upon which the ties were laid. This beam was bolted to the iron stringers, and the joints in it did not coincide with the joints of the stringers. Moreover the iron track stringers were trussed in such a manner that when they had fallen a short distance the trusses would operate as a continuous chain.

A speed of fifteen miles an hour is equivalent to about twenty-two feet a second; of twenty miles an hour, to about twenty-nine feet a second; of thirty miles an hour, to about forty-four feet a second. A cannon ball falls sixteen feet the first second. The length of a car is about fifty feet.

THE WRECK.

The strain which broke the hangers was probably given when the engine driving-wheels passed over them, and there was a slight depression of the bridge when the engine left it. This depression had increased when the first car left the bridge, so that as it went up off the bridge it jumped the track to the east, and its rear truck was torn from it. The second car dropped still farther, receiving a much more severe concussion at the end of the bridge; but the train of seven cars behind it crushed into its rear and threw it up over the edge of the abutment, displacing both its trucks and leaving them under its rear end. When the second car struck the abutment the third car was driven against it with such force — that car being just upon the point of leaving the solid part of the bridge at the middle of the truss — that its Miller platform was crushed on top of and into the platform of the

second car, and became inextricably entangled with it. This may have saved the third car from going into the street, as it must have formed a very strong and close connection between the two cars, and must have greatly helped to carry the front end of the third car over the chasm. As it was, this car lost both trucks, its floor system was almost demolished, its sides were shattered and loosened at every joint, and it was found on the embankment a few feet behind the second car, having lost its front platform, which had finally been torn out and remained entangled with the rear platform of the second car. The fourth car was not able to leap the chasm. It had not however fallen so far that its roof did not come above the line of the abutment. The car was stopped by the abutment but the roof went on and landed on the embankment. The front end of the body of the car, striking the abutment at an angle of twenty-one degrees, was crushed in for about half its length, and the remainder of the car veered off to the left or west side of the track, and fell into the street, landing on its right or east side. The fifth car followed the course of the remnants of the fourth car, struck its rear end, and was telescoped by it for half its length. It seems probable that the Hewins truss stood up until the cast-iron joint-block, in which the broken hangers were, was struck by the fourth or fifth car. This blow knocked out laterally the block and the two adjoining members and the truss fell to pieces. The sixth car fell diagonally across the street. It was badly broken and twisted, and its top was nearly torn off. The seventh car landed in the street upright, and was the least injured of those which went through the bridge. The eighth car landed in the street, behind the seventh car, was tipped to the east side, and was badly shattered. The ninth car, being the combination smoking and baggage car, turned over and landed in the road upside down.

Most of the people who were killed were in the fourth, fifth, sixth and ninth cars.



HELIO TYPE PRINTING CO

BOSTON, MASS

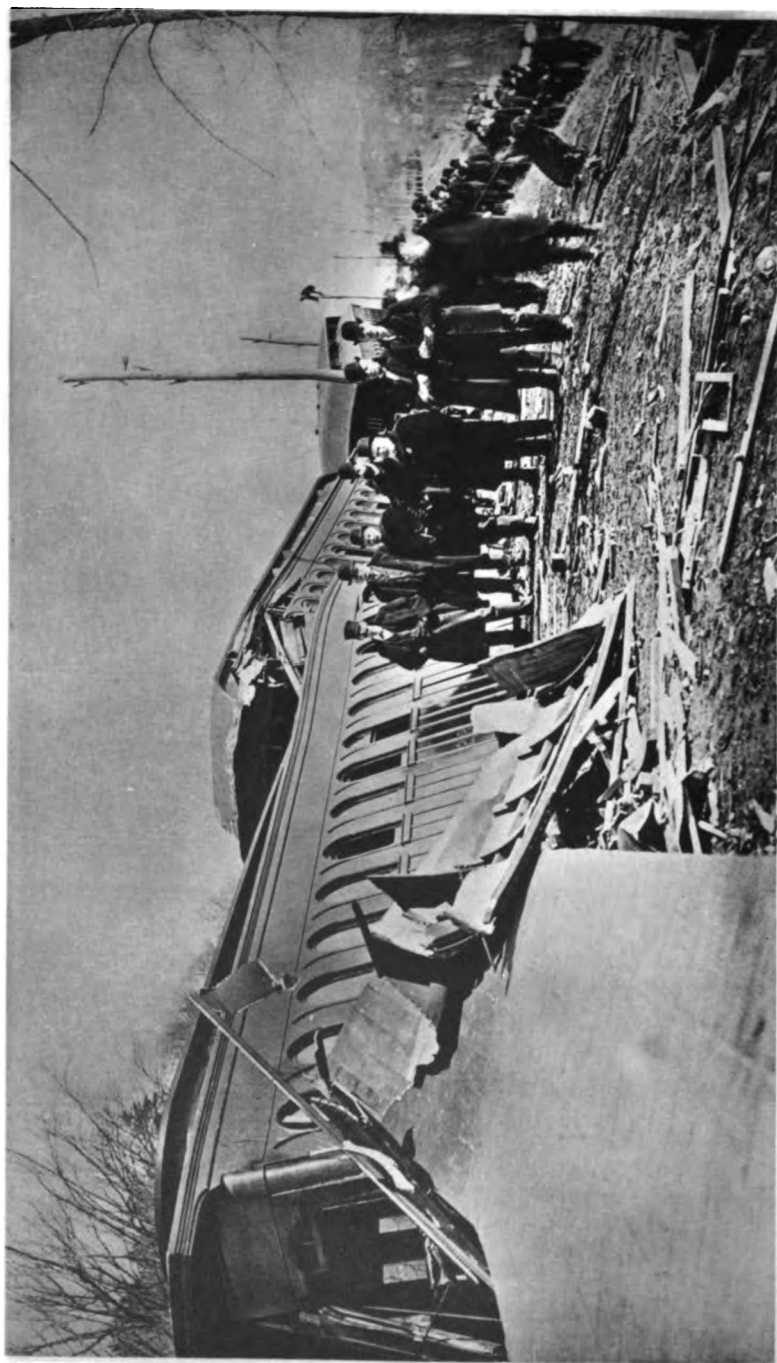
THE 7TH, 8TH AND 9TH CARS IN THE STREET.



BOSTON, MASS.

HELIOTYPE PRINTING CO

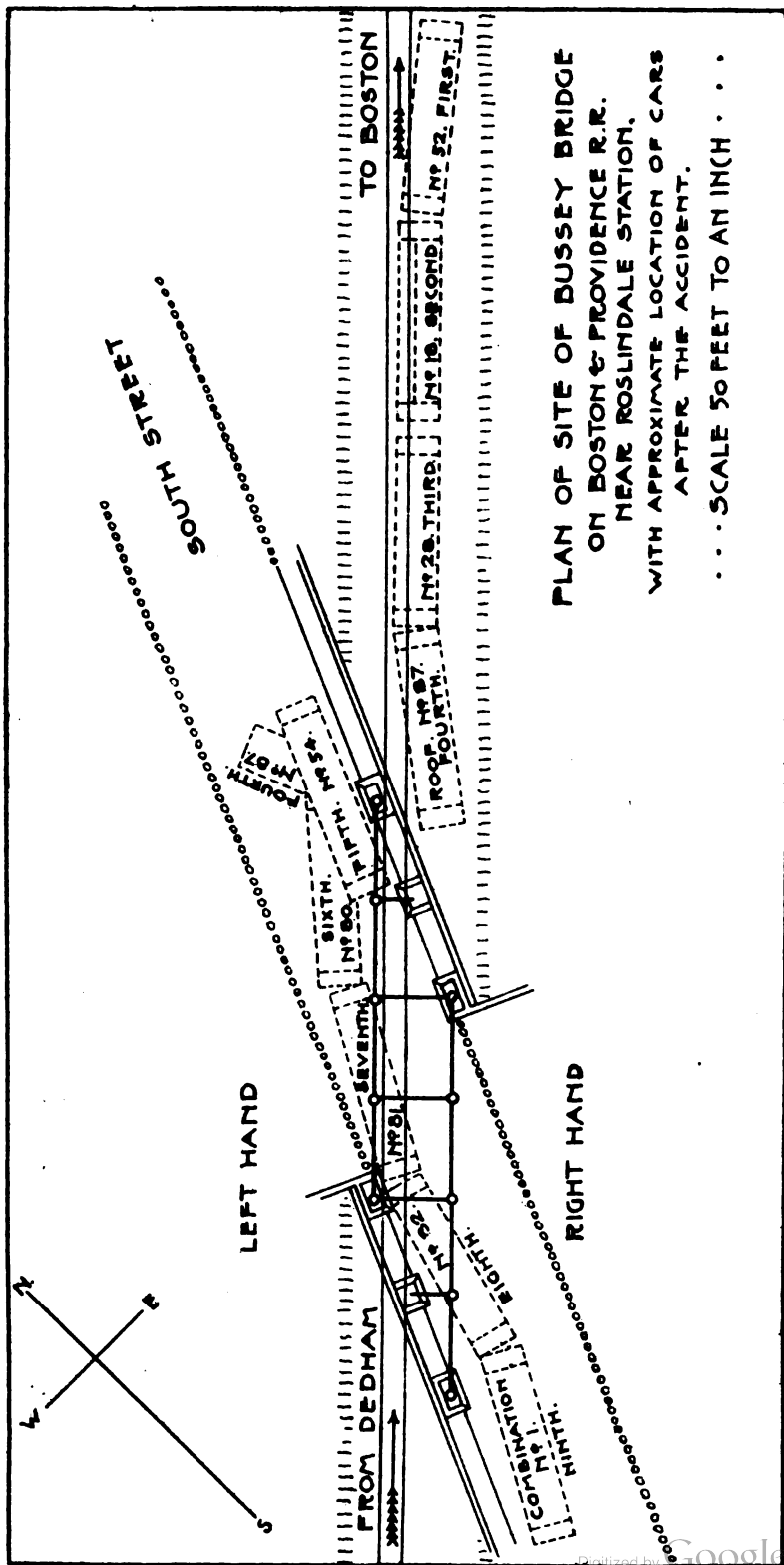
THE 4TH, 5TH AND 6TH CARS IN THE STREET.



HELIOTYPE PRINTING CO.,

BOSTON, MASS

THE 1ST, 2ND AND 3RD CARS AND THE ROOF OF THE 4TH CAR ON THE EMBANKMENT.



SUGGESTIONS AND WARNINGS TO THE ROAD.

The evidence shows that there has been considerable anxiety on the part of passengers in regard to the safety of this bridge, and in various ways and at various times this anxiety has been brought to the attention of the management of the road. Though in some cases this anxiety was caused by the discovery of loose nuts on the Parker truss, it was generally a vague fear, founded on no known defect in the bridge, but apparently largely due to the skew of the bridge and to the fact that the track on both sides of the bridge ran on high embankments.

In December, 1881, the Board of Railroad Commissioners wrote to the superintendent of the Boston & Providence Railroad, in relation to this bridge, as follows: —

West Roxbury Bridge over the Highway, near Bussey Farms.

The superstructure of this bridge is an oddity among bridges. If it has never been tested under a given load, the Commissioners suggest whether it would not be wise and prudent to test it now, and perhaps at stated intervals hereafter, shorter or longer, a year or more, according to the behavior of the bridge under the load; the test to consist of putting on a load somewhat heavier than the bridge is ever called upon to bear in the course of your business; noting the load put on, the deflection taken by the bridge under the load, and the amount of recovery after the load is removed; noting also its lateral stiffness and strength. A series of such records would show conclusively whether or not the bridge tested was maintaining its strength and safety.

It appeared in evidence that shortly after the receipt of this letter a test of the bridge was made; but no record of such test was returned to the Board, nor was the test followed by a series of tests, which the letter of the Board indicated was necessary in order to show conclusively whether the bridge was maintaining its strength.

It appeared that examinations of the bridge had been made every spring and fall by George F. Folsom, the

superintendent of construction, and he described fully his method of going through the bridge and examining its details. He testified that he had detected no fault in the construction of the bridge, except that it would be better if made of fewer pieces; that he never had any anxiety about any portion of the bridge that was covered up; that he did not know how the floor-beams under the joint-blocks at the ends of the truss were supported, but supposed that they were supported on iron stirrup straps, which he thought were one and a half-inch square; that he could not examine these stirrup straps, and never thought they were an important feature of the bridge until he saw them lying on the ground. Such was the examination made by the superintendent of construction to ensure the safety of passengers riding over that bridge.

The hangers held up the floor-beams. When the floor-beams fell, the floor system would fall, and yet it never occurred to the man who was supposed to have superintended the construction of the bridge, and to whom was entrusted the examination of the bridge every spring and fall, — it never occurred to him that the strength and condition of these hangers was vital and should have been an important feature in his examination. Moreover, he did not know how the hangers were made, his supposition in regard to their size and shape was incorrect, and he did not have, nor did the road have, any drawings showing their construction and dimensions.

It is a defect in any bridge if a vital part, no matter what excess of strength it may have, is unnecessarily covered so that it cannot be inspected. In this bridge, not only was a vital part unnecessarily covered, but no one in the employment of the corporation knew anything about its construction or its strength, and, as a matter of fact, it was so constructed as to be sure to weaken under continued use and was insufficient to do its work with safety, even had it been so placed as to be subject to full and constant inspection.

In December, 1881, the Board issued a circular to the Boston & Providence Railroad and other railroads, respecting the proper construction of bridge floors, which circular was drawn up by Mr. Clemens Herschel, civil engineer, at that time a member of the Board. This circular is printed in the Commissioners' Report in January, 1882. It calls attention to the danger of knocking to pieces iron trusses composed of several members, in case a train is derailed upon a bridge, and urges the great importance of devices that are calculated to prevent one or more derailed wheels from swerving to any great extent from the rails, and of a tie system that will support derailed wheels and carry them over the bridge in safety without catching between the ties. The circular gives diagrams showing different forms of track structure for bridges, designed to meet these requirements, in all of which guard rails, guard timbers, and the laying of the ties not more than eight inches apart, form a conspicuous feature.

The circular closes as follows: "The Board of Railroad Commissioners commend to the railroads of this Commonwealth the consideration of the examples shown and of their several merits and defects, and the application upon the bridges within the State of a safe and efficient form of track construction, the essentials of which seem to be strong and closely-laid ties of sufficient length, guard rails or guard timbers, lined with angle iron; these guard timbers outside the track, and notched and bolted down, or else separate outside stringers, notched and bolted down to the ties."

After the annual inspection in 1882, the Commissioners further wrote to the superintendent of the Boston & Providence Railroad as follows: "The Commissioners refer to their circular of Dec. 1, 1881, for their views on the best method of track construction on bridges. The track construction on most of the bridges of your line is wanting in guard rails or proper guard timbers, and several of them need the ties laid closer."

There were no guard rails on the Bussey Bridge in 1881. There were none at the time of the disaster. Neither was there at either time any timber notched and bolted down, as suggested in the circular. There was outside of the track a plank, three inches high by ten inches wide, placed a few inches from the track, bolted to every third or fourth tie, but not notched.

Mr. George F. Folsom, superintendent of construction, stated that he had never known a train to be saved by a guard rail; that in one case a guard plank similar to the one on the Bussey Bridge had guided a derailed train which was moving slowly across a bridge on the Boston & Providence Railroad; that he had a feeling in regard to guard rails that probably there were cases in which they had done as much damage as, if not more than, would have been done if they had not been used, but he had never known such a case to occur; that it was a supposition, a feeling which he had in regard to it, and therefore he objected to putting guard rails on. In his views in regard to guard rails he has been in the past and was at the hearing sustained by the superintendent of the road.

Guard rails and guard timbers have been in use so long on the leading railroads of the country, and their value, when properly placed, is so generally acknowledged, that the position in regard to them taken by the superintendent of the road and the superintendent of construction is indefensible.

Further, Mr. George F. Folsom, being unable by reason of sickness to answer certain questions of the Board in regard to the construction of the floor system, communicated information relating thereto to Mr. A. A. Folsom, the superintendent, in the following letter, which was submitted to the Board:—

Boston, March 29, 1887.

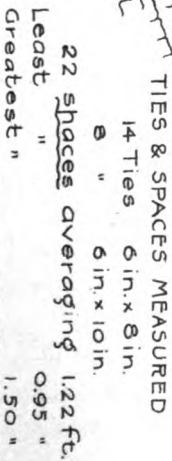
A. A. FOLSOM, Esq.

DEAR SIR:—The ties on the Bussey Bridge all extended eighteen inches outside of rail on east side, and were all eighteen inches on centres.

APRIL 18th 1887.

SCALE 26ft to an inch.

Thomas Brown



The short ties that butted against truss were seven feet five inches long; the ties at both ends of the bridge were ten feet long.

The ties were six by ten and eight inches apart. Guard plank outside each rail ten inches wide and three inches thick covered bridge and abutments. Yours truly,

GEORGE F. FOLSOM.

It will be seen from this letter that the superintendent of construction states that the spaces between ties on this Bussey Bridge were eight inches. Mr. E. S. Philbrick, the expert employed by the road, and Mr. Thomas Doane, the expert employed by the Commissioners, who took measurements of the ties and the spaces between them as they were found at the wreck, testify that the spaces between the ties on this bridge were from fifteen to eighteen inches, instead of eight inches as stated in the letter of the superintendent of construction.

In spite, then, of the circular of 1881, and of the letter of 1882, each of which called the attention of the superintendent of the Boston & Providence Railroad to the importance of having ties on bridges laid closely together, the ties on this bridge remained unchanged, and at the time of the accident were so far apart that had a train been derailed upon that bridge, the destruction of the bridge would have been inevitable; the spaces between the ties were so great that the wheels would have sunk down between them, and the bridge would have been wrenched and torn to pieces. Moreover, if a brake beam had fallen, it would, in all probability, have caught between the ties and wrecked the bridge. Neither the superintendent of the road nor the superintendent of construction would deny that the spaces between the ties on this bridge were too great. As it happened, the accident was not caused by the defects of the tie system, but the management is none the less censurable for its long-continued neglect to remove this undoubted element of danger.

THE BRAKES.

It appeared that seven of the nine cars on the train were supplied with the Westinghouse Automatic brake, but none of the brakes would work automatically because the other two cars had the old Westinghouse Straight-air brake. Had the train been supplied with automatic brakes throughout, they would have applied themselves when the first car parted from the engine at the abutment at the north end of the bridge; they would have materially diminished the violence of the concussion of the cars against the abutment and against each other, and there is reason to believe that the results would have been less disastrous.

A railroad company is bound to use the utmost diligence in supplying itself with well-approved contrivances for the safety of its passengers, and this railroad is guilty of neglect in not having, long ago, fitted all its cars with the Westinghouse Automatic brake. Economy in some portions of railroad management is commendable, but economy which risks the safety of passengers is culpable.

THE BRAKEMEN.

In section 170, chapter 112 of the Public Statutes, it is provided that every railroad corporation shall cause to be stationed on every passenger-train "trusty and skilful brakemen, equal in number at least to one for every two cars in the train." This, being a train of nine cars, should have been provided with five brakemen in order to comply with the provisions of the statute. There were in fact only three brakemen. The Board do not consider that the two assistant conductors can be considered as brakemen within the meaning of the statute. If they had duties to perform as conductors, in taking up tickets or otherwise, they could not be on hand to apply the brakes with that promptness which is necessary in case of an accident, and which is possible for a brakeman who is at his post of

duty on the platform. The eighty-second of the printed "Rules and Regulations" of the company, among other provisions, requires brakemen to be at their brakes when the train is moving, except when called away by the direct order of the conductor.

FIRE.

The cars were provided with the Chilson Conical Stoves, one of which was placed in the middle of each car. One fire caught in the third car, being the last car on the embankment, and was put out readily by the passengers. At least two fires also started in the wreck in the street, and these also were fortunately put out before they had acquired any serious headway. Water was near at hand, and the passengers and the people from the neighborhood realizing the danger took immediate measures to prevent the added horror of a conflagration. Their efforts were supplemented by Chemical Engine No. 4 of the Boston Fire Department, which arrived on the scene eight minutes after the accident. Though no one was suffocated or burned, the fire demon was at work in the ruins, and was only prevented from gaining the mastery by a fortunate combination of circumstances.

SUMMARY AND RECOMMENDATIONS.

The conclusions which have been reached by the Board are as follows : —

The contract for rebuilding the bridge in 1876 was made without proper examination as to the standing of the contractor.

Those who acted for the corporation in making the contract had not sufficient knowledge of iron bridge building to enable them to pass intelligently upon the design and specifications.

The design and specifications for the bridge were not such as should have been accepted.

The bridge was constructed practically without superin-

tendence on the part of the corporation, and the corporation neglected to preserve a copy of the specifications, drawings and strain sheets.

The tests of the bridge were not made in the presence of any one acting for the corporation who was qualified to judge of their value.

From the time of the construction of the bridge to the day when it fell, the railroad company had caused it to be examined by one man only, who, year after year, passed over vital parts of the bridge without realizing that they were of importance. This man had been in the employment of the corporation for a long series of years, his trade was that of a machinist, he had not been educated as a civil engineer, and the management had abundant reason to know that he was not qualified, and had had no opportunity to qualify himself, to do the work assigned to him with reference to this bridge.

The series of tests of the bridge recommended by the Board in 1881 was not made.

In the erection and inspection of bridges the management of a railroad is bound to exercise the utmost care. Had such care been exercised, there is every reason to believe that the disaster would have been prevented. On the thirty-second page of the last report of the Commission is the following: "The Board renews the expression of its belief that a preventible accident is a crime."

Notwithstanding the repeated warnings of the Board the spaces between the ties on this bridge were far too great for safety.

Notwithstanding the recommendation of the Board in 1881, no suitable guard rails or guard timbers were placed upon the bridge.

The Westinghouse automatic air-brake, a safety appliance, remarkable alike for its simplicity and effectiveness and long ago approved and adopted by all the leading railroads, was not in practical operation on this train, neither was the train furnished with a sufficient number of brakemen to comply with the requirements of the statute.

The disaster and the facts which have been disclosed, impose a grave responsibility on the board of directors. It is their duty, by the most searching inquiry, to ascertain forthwith whether any other work has been done in a like negligent and incompetent manner, whether in other matters reasonable and well-approved precautions against accident have been ignored or neglected, and whether false economy has been practised and safety sacrificed. They should not rest until they have taken the most energetic measures, without regard to expense and without regard to persons, to correct the past and to ensure better and safer management in the future. So far as relates to bridges, the Directors have already caused a thorough expert examination to be begun. Fortunately there are but few bridges on the line.

In mitigation of the sentence of condemnation called for by the foregoing findings and in support of the hope that the history of the Bussey Bridge is exceptional, it must be remembered that from 1869, when the Board of Railroad Commissioners was created, up to the time of this disaster, a period of eighteen years, there has been no train accident on the Boston & Providence Railroad which resulted in the loss of a life of, or even in serious injury to, a passenger.

The accident furnishes another proof of the necessity of abolishing the deadly car stove.

As bridges embody many possibilities of danger, it is proper that special means should be taken to secure careful, competent and faithful construction, and a thorough and scientific examination of them by the railroads at regular intervals, followed by a thorough State inspection. The importance of such action is emphasized by the fact that the weight of engines and of the rolling-stock of railroads and of the loads carried has been increasing for many years. The weight of engines and rolling-stock has doubled within twenty years. Moreover, the speed of the heavy passenger express and through freight trains has also largely increased.

The examination made by the Board of Commissioners can at best be but cursory. There are over a thousand bridges in the State, and no member of the Board, no matter what his scientific education may be, can, in addition to his other duties as commissioner, make anything but a brief, partial and unsatisfactory examination of them. A proper inspection in behalf of the State would require practically the whole time of a bridge expert.

The Board recommend the passage of an act requiring every railroad, at least once in two years, to have a thorough examination of all bridges on its lines made by a competent and experienced civil engineer, who shall report in writing to the corporation and to the Board of Railroad Commissioners the results of his examination, his conclusions and recommendations. The reports should embrace such information in relation to the history and construction of each bridge, including detail drawings and strain sheets, as may be called for by the Board of Railroad Commissioners, and said Board should be authorized to employ a competent expert to examine such reports and make such further examination of the bridge structures as may be deemed necessary or expedient.

GEORGE G. CROCKER.
EDWARD W. KINSLEY.
EVERETT A. STEVENS.

DERAILMENT OF A PASSENGER TRAIN ON THE BOSTON & ALBANY RAILROAD AT WEST SPRINGFIELD.

Passenger train No. 14 on the Boston & Albany Railroad, a through express train from the West, was thrown from the track at West Springfield station at about 6.15 A. M., January 4, by reason of a broken journal on the tender. The train, consisting of the engine, an express car, a baggage car, a smoking car, one passenger coach and two sleeping cars, left Westfield an hour late and was running thirty-two or thirty-three miles an hour, when that part of the train following the express car left the track at the switch just west of the station. The baggage car struck some freight cars standing on the siding, throwing them over, and was then itself thrown across the tracks, overturning the locomotive of a west-bound freight train which had just arrived on the north track. The smoking car and passenger coach were badly wrecked, and these, with the baggage car, immediately took fire and were entirely destroyed. The sleeping cars remained on the siding and the engine and express car continued on the main track — the latter with one truck only — and ran about 700 feet, when they stopped. The body of John Jenkins, a passenger, was found in the ruins of the smoking car, and a corpse which was in the baggage car was badly burned. Fifteen passengers were injured, most of them not severely, and the engineer and fireman of the freight train, and the conductor, baggage-master and one brakeman of the passenger train were also hurt, but not seriously. The mails, which were in the baggage car, were destroyed by fire.

The primary cause of the accident was the breaking of a journal in one of the trucks of the tender. The displaced wheel then partly turned the Lorenz switch so as to throw the cars from the track and partially upon the siding, where collision with the standing freight cars wrecked all but the sleepers and threw the baggage car across the tracks against the freight locomotive. The fire, without doubt, caught from the stoves in one or each of the burned cars. Searl's heater was in the smoking car, a Chilson stove in the baggage car and the Baker heater in the others, all bolted to the floor in the usual manner.

An examination of the broken journal showed that there had been a partial fracture some time previous to the final break. This fracture could not be seen by inspection, as the journal is entirely out of sight, nor could it be discovered by sound.

This broken axle had run upward of 97,000 miles. A sound axle of the same manufacture and supposed to be of the same quality,

which had run 120,000 miles, was broken under hydraulic pressure and showed a clean break and uniform texture of good iron throughout. The manufacturer testified that the axles furnished the Boston & Albany Railroad Company are always of excellent quality, made from railroad scrap-iron, which is considered the best except Lowmore iron. They are made by experienced men and are carefully examined; the manufacturer saying that he would rather have a hundred axles condemned in the shop than have one defective axle go out. It was also testified that there was no indication of a flaw in this broken axle when it left the shop and that the iron was of superior quality. The size of the axle was three and three-fourths inches in diameter, the standard fixed by the Master Car Builders' Association. Mr. Underhill, superintendent of motive power of the Boston & Albany, stated that in view of this accident it might be advisable to increase the size of the axle. There was no intimation that the coldness of the weather was in any way a cause of the fracture of the journal.

It is not clear whether the fire originated in the baggage or smoking car, or started independently in each. The stove in the baggage car was a Chilson cone, bolted to the floor, and the door was locked. In the smoking car was a Searl's heater, also bolted to the floor, and enclosed in a cage or closet lined with zinc. The violence with which the baggage car was thrown against the freight cars and then across the track so as to overturn a locomotive, was enough to loosen the fastenings or break any cast-iron stove and scatter the burning coal. The result is another warning that a better and safer method of warming cars should be adopted. The possibility of warming the cars by steam from the locomotive effectively and safely is now attracting much attention, and the Commissioners have already expressed their satisfaction that the Boston & Albany has for a long time been faithfully trying an experiment in this direction, with a view of adopting this system of heating, if it proves as successful as it now promises to be.

Naturally a general desire exists that the terrible consequences too often arising from the use of fire in the cars should be avoided as far as may be and a call for legislation may be expected. In regard to local travel within the State this is a question for a careful consideration of details. In regard to travel including points in different States other questions arise. It would be at least doubtful whether any State regulation would be constitutional which prescribed any form of safety device for cars engaged in interstate traffic. In the like matter of safety devices for steamboat transportation from State to State, Congress has been supposed to have sole jurisdiction. It is to be remembered that traffic between Boston

and Providence is interstate commerce, just as truly as if the line ran from Maine to California. The chances of different regulations by different States, and of conflicting claims by rival inventors, are to be considered. While such considerations may unfortunately create difficulties and cause delay in legislation, they do not affect the duty of all railroad managers to use the utmost diligence in adopting promptly the best possible devices for protecting travellers from the danger of fire. No law forbids the use of any such device. The law of humanity demands energy and promptness in guarding against this most terrible of dangers.

By the Board,

WILLIAM A. CRAFTS,

Clerk.

JAN. 24, 1887.

DERAILMENT ON THE GRAND JUNCTION RAILROAD, AT MAIN STREET, CAMBRIDGEPORT.

A freight train on the Grand Junction branch of the Boston & Albany Railroad, which left East Boston at 3.40 P.M. on Saturday, April 2, was partially derailed at the level crossing of Main Street, Cambridgeport. The engine, caboose and one car left the track near the middle of the crossing, and the tender tipped and fell over upon James Cannon, a brakeman, who had jumped from the engine, killing him instantly, and seriously injuring Frank Bates, another brakeman. The apparent cause of the derailment was the accumulation of snow and ice by the side of the rails, so as to lift the flanges of the wheels of the forward truck above the rail. It appeared from the evidence that the gate tender kept the crossing clear to the best of his ability; but there was a heavy snow storm, and the frequent passing of street cars and other vehicles filled the groove between the rail and the planking with such a solid packing of snow as to make it impossible for the gate tender to keep it perfectly clear without assistance.

The Board is of opinion that at all grade crossings where there is a large amount of travel extra help should be furnished during severe snow storms to make the passage of trains safe. Such a precaution in this case would have prevented the loss of life.

By the Board,

WILLIAM A. CRAFTS,

Clerk.

APRIL 12, 1887.

COLLISION ON THE BOSTON & ALBANY RAILROAD
AT NORTH GRAFTON.

On the 27th of September local freight train No. 22, on the Boston & Albany Railroad, from Worcester for Boston and intermediate stations, stopped at North Grafton to switch some cars to a siding. While the train was standing on the main track No. 70, a freight train from Worcester collided with the rear cars, throwing a number of them from the track, blocking the road for several hours, and killing J. E. Zahn, a brakeman.

At the investigation it appeared that the morning was misty and the rails were slippery, but it was evident that the cause of the accident was the failure of the rear brakeman of train No. 22 to go back far enough to warn the following train, and in consequence of the mist he was not seen by the engineer of No. 70 till the train was close upon him, and the distance was not sufficient to bring it to a stop before colliding with train No. 22.

The engineer of No. 70 testified that before he reached the flagman he saw the electric signal set at danger, whistled for brakes, applied the driver brake and opened the sand box to sand the rails. Upon seeing the flagman, he whistled again for brakes, and then he first felt that the brakes were slowing the train. Whether he had in fact previously signalled for brakes or not, it is clear that the flagman should have gone much farther back, and had he done so, his signal of a train standing on the track would have secured an earlier effective application of the brakes, and probably have prevented the collision.

Such accidents as this emphasize the need, on roads having a large traffic, with freight trains running at short intervals, of equipping freight trains as well as passenger trains with continuous brakes, operated from the engine. The Board hopes that the recent successful trials of such brakes at Burlington, Ia., may lead to their use on the more important through freight trains, and eventually on all.

By the Board,

WILLIAM A. CRAFTS,
Clerk.

Oct. 15, 1887.

COLLISION OF AN EXPRESS PASSENGER TRAIN WITH
A FREIGHT TRAIN ON THE FITCHBURG RAILROAD,
NOV. 30, 1887.

In the matter of the rear collision between the Raymond excursion vestibule train, extra, and a freight train near Fitchburg on the morning of the 30th of November.

Hearing at 10.30 A.M., December 1, 1887.

Train 37, being the through night express passenger train, left Fitchburg for Boston at 4.02 A.M. on time. The vestibule train was extra 37. The freight train was No. 57. This train was running under the following order received by Robert S. Johnson, its conductor: "29th November, 1887. R. S. Johnson. Run to Fitchburg ahead of extra 37 of 30th November. E. A. Smith, train dispatcher." The conductor of extra 37, Albert B. Cutting, received the following order: "57 run ahead Westminster to Fitchburg; answer red signals on 37 Fitchburg to Boston. E. A. Smith, train dispatcher."

Both of these orders were duly received and receipted for. Freight 57 was stopped by a switching engine for from five to seven minutes, just as the engine reached the crossing near the station at Fitchburg. A brakeman was sent out to protect its rear. Upon starting again the brakeman was called in, and the train proceeded to the new freight yard, about $1\frac{1}{2}$ miles east of Fitchburg station, going at moderate speed, probably never more than eight or ten miles an hour, and not averaging so much as that.

The conductor of the freight train testified that it arrived at Fitchburg at 5.25, and that after starting again, when a short distance east of the Fitchburg station, he looked at his watch, and found the time to be 5.42. The engineer of extra 37, Charles F. Richardson, testified that he left Fitchburg at 5.45. The conductor of extra 37 inquired at Fitchburg for orders, and received none, but, on inquiry of a car inspector, was told that a cattle train had passed ten or fifteen minutes before. This information was also communicated to the engineer.

There is a curve in the road about a thousand feet west of the switches for the new freight yard. When the engine of extra 37 had rounded this curve the engineer saw a man swinging a white lantern, and also caught sight of the rear lights of the freight, then about 500 or 600 feet from him. He applied the brakes, reversed the engine and opened the sand box. He was, however, unable to stop his train, and his engine ran into the rear of the freight train with great violence, demolishing the end of the saloon car, and crushing through a car filled with cotton, another with barrels of oil, and a fourth with

cotton. The engine and the débris of these cars and their contents, and the front end of the baggage car of the extra, were forthwith enveloped in flames. The engineer and fireman jumped just before the engine struck the rear end of the freight train. When the engineer got on his feet, which he did at once, the whole wreck was in a blaze. The conductor of the freight was in the saloon car at the rear end of the train. His attention was attracted by the light from the head light of the engine of the extra. He had just time before the collision to jerk himself out through the window, and then rolled down the bank into the river. Mr. Joseph Joslyn, a drover, who was also in the saloon car, and the fireman of extra 37, received injuries from which they died on the following day. There were but few passengers on the train, and they apparently escaped without injury. When the conductor of the freight train came up the bank from the river he looked at his watch and it was 5.55. He considers that the accident happened at 5.52. He found that he was near the rear end of the passenger train, showing that the trains after the collision must have moved forward about the length of the passenger train. The passenger train, consisting of six vestibule and one baggage car and engine, was between 450 and 500 feet long. The man who swung the white light was a brakeman from another train going home. He testified that the freight train when it passed him was, in his opinion, going six or seven miles an hour. The severity of the collision makes it evident that the difference in the rate of speed must have been as great as this.

The conductor, Robert S. Johnson, and engineer, Moran A. Dole, of the freight train, understood that, in accordance with their orders, they had the right of way, not simply to the Fitchburg station, but to the side tracks in the new yard. In support of their position they claimed that the new yard was the proper place for side-tracking their train; that arrangements had been made for side-tracking it there and nowhere else; that an order, issued by division superintendent, J. F. Adams, to all trainmen, Tunnel division, and dated November 12, 1887, was as follows: "Commencing at 6 o'clock A.M. Monday, November 14, all Tunnel division freight trains, unless otherwise ordered, will run to and start from the new yard east of Fitchburg, instead of from the west yard as formerly. Telegraph train orders will be given at the new yard. Saloon cars will be left there also. Trains, excepting the local, having cars for Fitchburg, must have them ahead and set them off in local yard before going to the new yard." That, in another order, issued on November 12, also to take effect on November 14, it was provided as follows: "The limits of the Fitchburg yard will extend from the River Street crossing to the yard office at the west end of the new freight yard, east of

Fitchburg." That this order included in the Fitchburg yard the switches at the west end of the new yard; that, therefore, on passing on to the side tracks at these switches they had not left the Fitchburg yard; that their orders to run to Fitchburg ahead of extra 37 gave them the right to go to the side tracks at these switches, and they did just what, as they understood their orders, it was intended they should do.

The train dispatcher, Mr. E. A. Smith, took a different view of the case. He claimed that the order to run to Fitchburg ahead of extra 37 extended only to Fitchburg station, and from that point the rear of the freight train should have been protected by a flagman, and he called attention to special rule 301: "The passenger station is the point to and from which all trains are timed at Fitchburg." And also to an order issued November 21, 1887, to take effect November 28, which contains the following: "The new freight yard at Fitchburg will be known hereafter as East Fitchburg." The train orders were not given by Mr. Smith himself, but by his assistant.

It appears, then, that a new yard had been lately established, and that the name of East Fitchburg had been given to it, to take effect only two days before the accident. The old Fitchburg yard, by the order of November 12, extended to the yard office at the west end of the new freight yard, so that the old Fitchburg and the new East Fitchburg yards joined each other at this point. The new East Fitchburg yard was built to take the place of the old Fitchburg yard for through freight business, and an order to that effect had been issued about two weeks before. Under these circumstances, and inasmuch as the switches by which freight trains coming from the west would leave the main track for the new yard were within the limits of the old yard, it seems that there was a complication and an element of uncertainty as to the intention of the officials of the road in relation to the use of these respective yards, especially under an order to a Tunnel division freight train to run to "Fitchburg," etc.

This complication and uncertainty does not, however, relieve the conductor of the freight train from censure. He was not justified in running beyond the station at Fitchburg without protecting the rear of his train. Especially was he at fault in so doing, in view of the fact that he was running on the main track to a point so near the limit of the Fitchburg yard that he could not get the rear end of his train off the main track without running the front end into East Fitchburg, while his orders extended only to Fitchburg. His duty to have taken such course as would involve no danger is clearly laid down in special rule 78, and general rules 1 and 2. Rule 78: "In any case where there is room for doubts as to the right of the road, or the safety of proceeding from any cause, adopt

the safe course." Rule 1: "The safety of passengers is the first consideration; to this with the safety, regularity and punctuality of trains, and the comfort and convenience of passengers, all operations of working or repairing the road must be completely and entirely subordinate." Rule 2: "All employees are expected to exercise the greatest care and watchfulness to prevent injury to persons or property. They must in all cases of doubt, or when instructions are not understood, take the course which involves no danger, and which will not in any way compromise the safety of the road, seeking afterwards the necessary explanation of the proper officer." . . .

The conductor of the extra, Albert B. Cutting, is free from blame. He inquired for orders at the office in the Fitchburg station and received none. He also took the extra precaution of inquiring of a car inspector, and was told by him that a freight train had passed ten or fifteen minutes before, and this information was communicated to the engineer.

The engineer of the extra is plainly guilty. In spite of rule 107, which is as follows: "All trains, except regular passenger trains, must approach and pass cautiously through all yards," and in spite of the fact that he was notified that a freight train had passed the Fitchburg station ten or fifteen minutes before, he was not proceeding with caution. He claimed that his train had the rights of train 37, which was a regular passenger train, and that therefore he was excepted from the requirements of approaching and passing cautiously through yards. This claim is an ingenious one, but the Board does not consider it sound. The rules, however, in relation to this matter are ambiguous if not conflicting. The word "regular" was undoubtedly used in the rule with the intention of excluding "extra" passenger trains. Reference is made in various places in the rules to regular trains, and to the trains having the same rights as regular trains. In special rule 115, relating to the Worcester yard, all three of these classes are enumerated. Rule 19 of the same series is as follows: "A red signal borne by a train shows that a train is following which has the same rights as the train bearing the signal, except within some of the yard limits. [See yard limit rules.] A train following a red signal will in no case use any special right given the train bearing the signal." This rule indicates that a train following a red signal has the same rights as the train bearing the signal within the limits of certain yards, but not within the limits of others, and in that connection refers the employee to the yard limit rules. The yard limit rules, however, do not show that an extra has the same rights as the train whose red signal it follows in some yards and not in others. Either it has the same rights as the train bearing the signal, in all yards, in accordance with the interpre-

tation given to the rule by the engineer, or it does not have the same rights in any yard. The rules in this respect should be amended and made clear and consistent. Their ambiguity, however, does not relieve the engineer from blame, because in all cases of uncertainty, in accordance with general rule 2, aforesaid, he should have taken the course which involved no danger, and this was to proceed with caution through the yard limits. The notification that the freight train had passed ten or fifteen minutes before was, in itself, sufficient to make it his clear duty to run through the Fitchburg yard, and especially around the curve, with the utmost caution, so that he could easily avoid the possibility of a collision.

Rule 30 is as follows: "Any train following another train will keep a good lookout for the preceding train, and run with great caution on curves and on down grades when the position of the forward train is unknown." As a matter of fact, the extra went around the curve at a rate of speed which, under the circumstances, showed gross carelessness. The engineer is not excusable on the ground that the brakes worked poorly, because that fact had been brought to his attention by difficulty in stopping at other stations along the road, and rendered it incumbent upon him to go with still greater caution than would otherwise have been requisite.

The investigation has shown that the rules of the company governing freight service are by no means as perfect as they should be. Until a short time ago there were five different sets of rules to govern the lines operated by the Fitchburg Railroad. These rules have been lately consolidated, simplified and improved, but they are not up to the proper standard of clearness, conciseness and consistency. They open or leave unclosed too many cases in which, as in the present case, the management has to rely upon the omnibus rule, that in cases of doubt the employee is to take the course which involves no danger.

The Board recommends that the rules governing freight trains and the form of orders issued to them should be revised and amended, and that the Fitchburg and East Fitchburg yards should be protected by suitable signals, and it requests a report to be made to it within one month from date, stating what modifications of the rules or of the form of orders, and what additional system of signals have been adopted.

The wreck took fire at once, the car load of oil which was scattered in all directions making it easily inflammable. This oil may have been ignited by a spark from the locomotive, by a spark made by the striking together of the two pieces of iron or steel; it may have been communicated from the engine, the front end of which was broken in, or it may have come from the stove in the saloon car of the freight

train, which car and stove were demolished. It is not probable that the live coals in this stove found a resting place without setting fire to some portion of the wreck. The stove in the baggage car of the extra passenger train was not thrown from its position, and is not guilty of having contributed to the conflagration. The front end of this baggage car immediately took fire on the outside, and was undoubtedly covered with oil. This baggage car was consumed, and the same fate would have attended the rest of the train had not the engine of a following freight arrived in time to drag off the other cars. Fortunately, there was time to get the baggage out of the baggage car in safety. For the Board,

GEORGE G. CROCKER,
Chairman.

DEC. 17, 1887.

COLLISION BETWEEN PASSENGER TRAINS, NEAR SOUTH MILFORD STATION, ON WEDNESDAY, DEC. 14.

Hearing December 19, 1887.

Train 166, consisting of a combination car and a passenger car, which left Ashland at 4 P. M., collided at a point near South Milford with the west-bound passenger train No. 167, which left Boston at 3.30, also consisting of a combination car and a passenger car. The engines were badly smashed and the front ends of the combination cars broken, while the passenger cars on each train escaped without injury. The baggage master, Samuel C. Neill, who was on train 167, was crushed to death between the combination car and the tender, probably just as he was upon the point of jumping to save himself. The conductor on said train received injuries which prevented his attendance at the hearing. The passengers escaped with slight injuries, if any. The engineers and firemen of both trains jumped before the collision and escaped unhurt.

It appeared at the hearing that the New York & New England Railroad began on the 1st of October, 1887, to operate the Milford branch, formerly the Milford & Woonsocket Railroad; that Waldo W. Jenckes had been superintendent of that road about three years, prior to the time when the New York & New England took control; that Mr. P. Shinn, vice-president of the New York & New England Railroad, engaged Mr. Jenckes to act for the New York & New England Railroad, with reference to this branch, as its general agent, and that Mr. Robert E. Eavenson, the superintendent of the eastern division of the New York & New England Railroad, told Mr. Jenckes that he made no change in his duties, except in relation to certain pay-

roll matters ; that a new time table was sent to Mr. Jenckes, either on the 9th or 10th of December, and received by him on the 10th, to go into effect on the 11th ; that on the 10th Mr. Jenckes had a conference with Mr. Eavenson, and, in accordance with his suggestion, called a meeting of the train employees for Sunday, the 11th, at 10 A. M. ; that at such a meeting both the engineers and conductors of the colliding trains met in the office of Mr. Jenckes for the purpose of making sure that they understood the new time table.

Mr. Jenckes suggested that they should ask questions if there was anything about the tables which they did not understand. James W. Smith, engineer of the west-bound train, spoke about the rights of trains 166 and 167, and though it was somewhat in dispute as to what was said, it is clear that at that time the respective rights of the two trains were correctly understood, both by Mr. Jenckes and by the train employees, namely, that their crossing point was Milford ; that train 166, in consequence of special rule Q, had the right to run from Ashland to Milford regardless of train 167 ; and that train 167, by virtue of the general rule that all trains going west have the right of way over trains coming east, except it is otherwise specially provided, had the right to run from Franklin to Milford regardless of train 166 ; in other words, that each train was to wait at Milford for the other.

On Monday the 12th and Tuesday the 13th of December these two trains ran according to the time table and rules, passing each other at Milford. On Wednesday east-bound train 166 arrived at Milford on time, then left the station and drew off on a siding to await the arrival of train 167. It had remained there about ten minutes when Mr. Jenckes, the general agent, came along, went down the tracks some 700 feet, inquired of the switchman whether he had heard anything of train 167, and finding that he had heard nothing, he returned to the train, told the conductor and engineer that it was all right for them to go to Bellingham Junction (the second station beyond), made some allusions to the fact that the other train was more than ten minutes late, and got on to the engine. The train, in accordance with his orders, was then started and ran out on to the main track, and began running at about fifteen miles an hour. He then told the engineer to run slowly around curves, and the engineer accordingly reduced his speed, so that when he rounded the curve near South Milford he was running seven or eight miles an hour, being then about two and three-fourths miles from Milford. The engineer thought that the west-bound train was about 150 feet from him when he first caught sight of it around the curve, and he immediately reversed his engine and applied the brakes. The engineer, fireman and Mr. Jenckes jumped just before the collision and escaped unhurt. The west-bound train left Franklin eleven minutes late, the train from

Boston having been behind time. The engineer, James W. Smith, knew that he had the right to run to Milford and felt no anxiety about doing so, as he was confident that the respective rights of the two trains had been understood correctly on the previous Sunday. He did not stop at South Milford, and when he first saw the headlight of the east-bound train he was going at an estimated rate of thirty miles an hour, and thinks the other engine was 800 or 1,200 feet from him. He reversed the engine, applied the brakes and jumped just before the collision.

There is no dispute as to the responsibility for the accident. Mr. Jenckes was confused. He was under the impression that the numbers of the trains were different from what they were, and he had in mind a rule of the Milford & Woonsocket Railroad Company, which would have given train 166 the right to proceed, since train 167 was more than ten minutes late. He did not attempt to avoid the responsibility for his mistake, but showed that, although he had made a serious and fatal blunder, he was nevertheless to be credited with unflinching truthfulness under most trying circumstances. The mistake made was such as to show that he is not qualified for the special duty of dispatching trains, which requires the utmost coolness of judgment, clearness of thought and accuracy of expression.

There is no telegraph service on this branch. The telephone service, formerly in use, was taken out shortly after the New York & New England took control in order to get the Western Union Telegraph Company to furnish telegraph service. That service has not yet been supplied, and it is probable that had it been in use Mr. Jenckes would have availed himself of it, and the accident would have been averted. He testified that he thought of going to the telephone to find out where the west-bound train was, and then remembered that the telephone had been removed.

For the Board,

GEORGE G. CROCKER,

Chairman.

DEC. 24, 1887.

COLLISION ON THE FITCHBURG RAILROAD AT LITTLETON, DEC. 17, 1887.

Hearing Tuesday, the 20th of December.

It appeared that the gravel train, of which F. E. Quimby was the conductor, was passing down the siding between the east and west bound tracks at the rate of eight or ten miles an hour on its way to

Cambridge, and that freight No. 39 came down the main east-bound track, and the two engines collided at the intersection of the two tracks, the engine of the gravel train which had been brought nearly to a standstill being struck in the side by the engine of the freight. The two engines were badly injured, the freight engine being thrown twenty feet down the bank. Several of the freight cars were smashed, and were afterward consumed by fire. The head brakeman of the freight, Michael Mack, was killed, and the engineer and fireman were injured.

The evidence showed that as the gravel train was drawing through the siding its conductor heard the whistle of the approaching freight, near Littleton, and when that train came in sight he waved his flag from the rear platform of his train, as a signal to it to stop; that the engineer of the freight train saw the signal, and called for brakes, probably in season to prevent a collision, but on going over to the fireman's side of the engine to see what the trouble was he found the red flag had disappeared, found his track was clear, called off brakes, and returned to his side of the engine; that the conductor of the gravel train then made another attempt to stop him by swinging his flag at the side of his cars, standing on the steps, but that the engineer of the freight did not notice the signal. The conductor of the gravel train then called to his brakemen to set their brakes, and the engineer of the gravel train at about the same time discovered the danger, reversed his engine and applied sand, but was not able to stop his train. The front part of the engine of the gravel train had passed on to the main track when it was struck by the engine of the freight. The gravel train was probably nearly at a standstill at the time when the collision occurred.

The responsibility for the accident rests upon the conductor of the gravel train who failed to protect his train in the manner required by the rules. Rule 88 is as follows: "Signals for the stopping of a train should always be displayed between the rails of the tracks on which the train should approach." This rule is clear and distinct, and should have been conformed with to the letter. The conductor to save a little trouble for his brakeman violated his well-known duty, and the result is that a fellow employee has been killed. When he heard the engineer of the freight train call for brakes he thought that he had accomplished his object without complying with the rules. He ran the risk. He thought he was going to be successful and he failed.

The accident indicates laxity on the part of the employees of the road in complying with the rules and regulations, and suggests the possibility that they may have been negligent about reporting violations of the rules by other employees when no accidents have re-

sulted. A terrible responsibility rests upon the man who fails to report a violation of the rules. Not only is it a neglect of his duty to his employer, but it is a still more serious neglect of his duty to his brother employee. Rule 11 is as follows: "It is the duty of all employees to aid the superintendent in enforcing the regulations of the road and to report any violation of them within their knowledge. No excuse will be received for a failure to discharge their duties in this respect."

Failure to report a violation encourages a repetition of the violation. It results in a gradual lowering of the standard. Employees become careless, and danger creeps in on all sides and in unexpected ways. If there is an employee who has failed to report a violation of the rules, that man is in some degree responsible for the death of Michael Mack. It is not probable that Conductor Quimby would run the risk of neglecting to station a flagman on the main track if the employees were in the habit of reporting every violation as required.

For the Board,

GEORGE G. CROCKER,

Chairman.

DEC. 31, 1887.

FATAL ACCIDENT ON THE FITCHBURG STREET RAILWAY.

On the 4th of July, 1887, at 8.45 in the morning, an accident happened on the Fitchburg Street Railway, on the descending grade on Summer Street between Goodridge Street and the street to the cemetery. One person, Mary E. O'Brien, received injuries from which she died within half an hour, and eleven received injuries, none of which were probably permanent.

At the hearing in Fitchburg on the 12th of July it appeared that, on the morning of the fourth there was a great crowd of people going out to see the ball game at the Park grounds, and the utmost carrying capacity of the road was brought into requisition. Among the cars used for the purpose was car No. 7, which was a small covered car built for one horse, but furnished on this occasion with two horses. The standing room, as well as the seats on this car, was filled with passengers, and there were several passengers sitting on top of the car. Behind this was No. 9, a large open car, also drawn by two horses, the running board at the sides being filled with passengers as well as the body of the car. The passengers on this car numbered about eighty-four.

Open car No. 9 started down the grade when covered car No. 7 had got about 200 feet ahead. From the top of the hill to the bottom is about 750 feet. For about 600 feet the grade is about $5\frac{1}{2}$ feet in 100, and for the remaining 150 feet considerably less.

The people on the open car had been making considerable noise, shouting and blowing horns, and were happy and in a frame of mind in which undue excitement, in case of an unusual occurrence was natural.

When open car No. 9 was about half-way down the hill it was discovered that it was rapidly gaining on car No. 7, and that there was danger of collision. The driver of car No. 9 must have started his horses down the hill considerably faster than the driver of car No. 7, and he, as well as the passengers, was evidently alarmed when he found how rapidly he was gaining on the car ahead. When about half-way down the hill he applied the brake with all his power, and in so doing probably received assistance from a passenger on the platform. The evidence was conflicting as to whether he shouted to the conductor and driver of the car ahead to go faster, but there is no question that there was shouting to that effect, either by him or by the passengers. When a little more than half-way down the hill there was a cry raised by some of the passengers on open car No. 9 of "Jump" and "Jump for your lives." The testimony is conflicting as to whether the horses at that time were going on a trot or on a gallop. A police officer, who was walking down the hill at the time, thought the car was going at the rate of six miles an hour, but it probably reached a speed considerably in excess of that. The conductor was at the time on the running board at the side of the car, and endeavored to prevent the passengers from jumping off. In spite of his efforts a panic seized them, and about one-half of the passengers on the car either jumped, fell or were pushed off before the car came to a stand-still just beyond the end of the steeper part of the grade, and about two hundred feet only from the point where the excitement began.

The driver on covered car No. 7 heard the shouts from behind to hurry up, and started his horses up, but not sufficiently quickly to prevent the open car from overtaking him, which it did at or near the foot of the steepest part of the grade, the driver of the open car being obliged to turn his horses outside of the track, and the eveners or whiffletree bars just touched the rear platform of covered car No. 7, but there was no concussion or violent blow, and no resulting jar to either car. The passengers on covered car No. 7 also became alarmed when they heard the shouts in the rear, and several of them jumped off, some receiving injuries. Neither car left the track, nor was in any way injured. The passengers who remained on the cars

were carried in perfect safety, and received no jar of any kind. Had the leading car been going considerably slower, and the following car considerably faster, and the cars had actually collided, it is difficult to see how any serious accident could have resulted if the passengers had retained their positions on the cars.

The rails, which were T rails, had just been laid, and they and the road-bed were in excellent condition. Open car No. 9 was a new car, having been in use only a few months, and was also in first-class condition. It was furnished with eveners, and not with a pole, but the horses can do so little comparatively towards stopping a car by holding back on the pole that the Board does not regard the use of a pole, however desirable it may be for other purposes, as requisite to supplement the brake. In this case the brake was in excellent order, and did in fact stop the car as quickly as could have been expected. It was provided with the patent ratchet handle, thereby enabling the driver to exert his strength to the best advantage. There was testimony that the brake at the rear end of the car was also applied. The construction of the brake was such, that if the rear brake was applied it may have increased but could not have diminished the power of the brake operated by the driver.

At the suggestion of the Board the same car with the same driver and horses was tested in their presence over this same piece of road. The car was started at the top of the hill at a smart trot, and when half-way down the hill, one of the horses being in a trot and the other on a gallop, the signal was given to stop, which was done very quickly. Subsequently the car was loaded with 120 bags of corn weighing 100 pounds each, being six tons, or about the probable weight of the 84 passengers, and it was found that the brake was amply sufficient to control the car, and would stop it when going even at a higher rate of speed than was acquired at the first experiment within 150 feet from the place where the signal to stop was given. It also appeared that on the 8th of July 104 passengers were carried in the same car in safety down the same grade. The Board is satisfied, therefore, that the rolling stock was not only not faulty, but was in superior condition, neither was there any evidence that the horses were unsuitable. The driver testified that they were somewhat excited by the noise on the car and pulled on the reins. But there was no evidence tending to show that they were unmanageable or unfit. In fact, the examination of them made by the Board satisfied the members that they were an unusually good and sensible pair for horse railway use. Undoubtedly there was an error of judgment on the part of the driver in starting down the hill under the circumstances as fast as he did, but there is no reason to believe

that any of the passengers would have been injured if they had retained their places on the cars.

Special dangers always attend travelling on gala days, and such days demand the exercise of extraordinary care on the part of persons managing steam railroads and horse railways, and their employees.

While crowds are always excitable and dangerous, transportation companies would not be justified in carrying only such portion of the public as can be accommodated without crowding. Corporations cannot afford to keep, nor would the public be willing to pay for, the maintenance of an equipment all the year round which should be sufficient to accommodate the public on great holidays without crowding.

The crowding of cars on extraordinary occasions cannot therefore be considered as mismanagement, if the corporation furnishes the amplest accommodation in its control, or within reason, obtainable. Of course, on such occasions, it is necessary to employ extra help, and such help cannot be as safe as the regular and experienced employees. The selection of extra help should not by corporations be left until the emergency is at hand, but for all responsible positions should be determined upon after an actual test of fitness and an examination as to familiarity with the requisite duties.

In the present case the driver had been taken from the position of feeder at the stable, and though he had had a large experience with horses and in driving, he had only driven a horse car occasionally, — but the management of the road appears to have had good reason to believe him qualified to drive a car in safety, and his driving in the presence of the Board showed that he knew how to drive and manage the brake satisfactorily.

For the Board,

GEORGE G. CROCKER, *Chairman.*

[D.]

GRADE CROSSINGS.

PETITION OF THE NEWTON STREET RAILWAY COMPANY
FOR AUTHORITY TO CROSS THE TRACKS OF THE BOS-
TON & ALBANY RAILROAD AT GRADE.

Hearings Nov. 28 and Dec. 5, and the premises were viewed on Dec. 5, 1887.

It appeared that the Newton Street Railway Company was incorporated under chapter 341 of the Acts of the year 1886, and that section 3 of said act authorizes the corporation, subject to the approval and under the control of the Board of Aldermen, to construct and operate a street railway in certain designated streets and highways in said Newton, as location thereon may from time to time be granted by the Board of Aldermen of said city, provided the tracks of said corporation shall not cross the tracks of the Boston & Albany Railroad at grade without the consent of the Board of Railroad Commissioners. In two of the cases petitioned for, the street crosses the railroad track diagonally and in one, nearly at a right angle. In all three cases the grades of the street and the railroad should be separated. There is altogether too much travel over the four tracks of the Boston & Albany Railroad through Newton as well as too much over the streets in question to justify a continuance of the present crossings at grade.

The Boston & Albany Railroad, by its counsel, stated that it desired that the grades should be separated, and that the railroad is ready to bear its proportion of the expense. It is possible either for the railroad company or for the city of Newton to institute proceedings for a separation of grades before the county commissioners, who have authority, in case they decide that such separation is necessary, to prescribe the manner and limits within which it shall be made. At the time of the hearing no such application to the county commissioners had been made, and this Board cannot compel proceedings to be instituted. The requirement that the street railway shall cross

over the track on a separate bridge of its own, or under the track through a tunnel of its own, would operate practically as a prohibition against its crossing the track at all. There is no other present crossing not at grade by which two of these crossings could be avoided. The third crossing could be avoided by a detour of about a mile and a half, but such a detour would spoil the usefulness of the railway. The question therefore is, shall the Board give its consent to the three crossings at grade as requested, or shall it refuse its consent, thereby preventing street railway communication between those portions of Newton on the north and those on the south side of the Boston & Albany track, until such time as the grades may be separated by order of the county commissioners upon petition either of the city of Newton or of the Boston & Albany Railroad.

A similar question came up with reference to a crossing of the Fitchburg Railroad by the tracks of the Charles River Street Railway Company in the year 1882, and the opinion of the Board thereon will be found in the report of 1883, page 125. In that case, the circumstances of which were nearly parallel to those in the present case, the Board granted the petition on the ground that there was only one practicable route and that the Board was not justified under the circumstances in withholding its consent, notwithstanding it fully realized the danger attendant upon such a crossing, and the desirability of a separation of grades. In that case as in the present the president of the Fitchburg Railroad Company expressed his willingness to apply for a separation of grades so that Webster Avenue — the avenue in question — should be carried over the railroad, but nothing in that direction has yet been accomplished.

The Board is unwilling to follow the precedent which it established in the case of the Charles River Street Railway. Only a month ago three men were killed at one of these crossings in Newton. An increase of the dangers attendant upon them should not be sanctioned. Only a few days ago, at a grade crossing in Salem, a carload of forty passengers had a hairbreadth escape from being struck by a freight train. There is imperative necessity that these three grade crossings should be abolished. Delay will surely lengthen the list of victims. Every year the task will become more difficult and more expensive.

It is probable that the city of Newton and the railroad company would each like to have the other institute proceedings. Neither wishes to take the initiative, and in cases involving so large an expenditure nobody else can. If the matter is left in their hands there is reason to fear that nothing will be done. While, therefore, the Board cannot give its consent to crossings at grade as petitioned for by the Newton Street Railway Company, it is glad to avail itself of the

opportunity afforded by its annual report to call the attention of the Legislature to these three crossings, and to recommend legislation requiring an immediate separation of grades thereat.

For the Board,

GEORGE G. CROCKER, *Chairman.*

Dec. 31, 1887.

IN THE MATTER OF LAYING OUT BEACHMONT AVENUE
IN THAT PART OF BOSTON CALLED EAST BOSTON,
ACROSS THE BOSTON, WINTHROP & SHORE RAILROAD
AT A LEVEL THEREWITH.

Hearing Nov. 5, 1887.

The Board of Street Commissioners on August 12 passed a resolution that the safety and convenience of the inhabitants of the city require that a street to be called Beachmont Avenue should be laid out at East Boston, from Saratoga Street to a point on the line between Boston and Revere, in part upon private ways heretofore known as Butler and Atlantic Avenues and crossing the location of the Boston, Winthrop & Shore Railroad at a level therewith, and caused the resolve and order to be sent to this Board for its consent to the grade crossing.

The Board, having first viewed the premises, gave a public hearing, at which the city of Boston was represented by the street commissioners, and the Boston Land Company and the Citizens' Trade Association by their attorneys, and numerous citizens of East Boston and Revere appeared in aid.

Beachmont Avenue, as laid out, follows the line of Butler Avenue, a private way, across which the Boston, Winthrop & Shore Railroad was laid out at grade. This avenue leads off from Saratoga Street, within about 150 feet from the crossing at grade by the Boston, Revere Beach & Lynn Railroad over that street. The Winthrop Junction station is at the latter crossing, and from this station the Boston, Winthrop & Shore Railroad diverges, crossing Butler Avenue or the proposed Beachmont Avenue at a point about 550 feet from Saratoga Street, so that if the assent of the Board should be given to a grade crossing on Beachmont Avenue, as desired, there would be two grade crossings only 700 feet apart.

In support of a crossing at grade it was urged that the natural grade of the land near the crossing is the same as the grade of the railroad; that there are several grade crossings in East Boston, some

of which embody worse elements of danger than the proposed crossing; that the crossing by the tracks of the Boston, Revere Beach & Lynn Railroad at Saratoga Street is much more dangerous than the Beachmont Avenue crossing would be, because there are more trains running on the main line than on the branch; that, moreover, the trains on the branch line which stop at the Winthrop Junction station, whether leaving the station or approaching it, would not be going at a rapid rate; that the track on both sides of the avenue can be readily seen, as there are no buildings there; that if the avenue were laid out as a public street it would be necessary for the railroad to erect gates and have a gateman stationed there, so that it would be much safer than it is at present, being now and having been since the road was laid out a private way, and the crossing being entirely unprotected; that the town of Revere is growing very rapidly in population and that the pleasure travel to the beaches in the summer is enormous, this being the only direct route from East Boston; and finally, that it would cost some \$18,000 to carry the carriage road over the railroad, and the city of Boston has now no funds that could be appropriated to that end, so that the result of a refusal on a part of the railroad commissioners to assent to a grade crossing would be that the street would be continued to be used, as it has been in the past, as a private way, without any protection whatever for the public.

The case of the petitioners for a grade crossing appears, therefore, very strong, and yet the Board does not feel justified in granting its approval.

The other grade crossings in East Boston are not there with the approval of this Board, and the annual reports of the Board are full of instances showing the confirmed conviction of the Board, not only that grade crossings should not be permitted in places where there is or is likely to be a large amount of travel, but where grade crossings exist under such circumstances that they should be abolished, even at what would at first sight appear to be an excessive expenditure. Such crossings are being abolished every year in the large cities in this country and in Europe at the cost of hundreds of thousands or millions of dollars, where the original cost of avoiding them would have been reckoned by the thousands or by the tens of thousands. In many of the largest cities the work of abolishing grade crossings has already been nearly accomplished, but Boston still has a large number which are not only elements of great danger, but which are also serious impediments to pleasure travel and business traffic.

When houses are built on Beachmont Avenue it will become impossible to see approaching trains, and the expense of remedying the evil will then be greatly increased. Moreover, it is probable that

every year more and more express passenger trains will be run through to Winthrop or the shore without stopping at Winthrop Junction.

It was stated at the hearing that the town of Revere has within the past five years increased in population more rapidly than any other town in the State, and it is well known that the summer travel to the beaches has been very great, and is an element which is bound to assume enormous proportions in the future. Moreover, this summer travel is of peculiarly dangerous character. There is no time when people are so likely, unwittingly, to run into danger as when they have thrown off all cares and given themselves up to unalloyed enjoyment. A death trap placed in their way would be sure to capture its victims from time to time.

This is not the case of a country road over which the travel is not likely to increase largely in the years to come, but it is a thoroughfare between a great centre of population and a great summer resort. The amount of the travel over it is likely to be far in excess of the travel over such grade crossings as those in the town of Winthrop. The fact that the city of Boston is poor, or just at this moment wants all its available funds for other purposes, does not justify the Board in sanctioning a public danger which will continue from year to year until the constantly increasing necessity of its abatement shall, as it surely will, so outrun the constantly increasing difficulty and cost of the abatement that our successors will be obliged at enormous expense to correct our error.

At the present time the difficulty and the expense of making an overhead crossing are not excessive. Moreover, there are other ways of building an avenue to Revere. An overhead crossing could be constructed on Austin Avenue, the land bordering on which is naturally higher than the land bordering on Beachmont Avenue, and on the line of which a bridge over the railroad would be less expensive than on Beachmont Avenue. So, also, it has been suggested that Bennington Street, on the west side of the Boston, Revere Beach & Lynn Railroad, might be extended so as to cross that railroad, at or about a point where Elm Street extended would strike the railroad, thus not only avoiding the proposed Butler Avenue grade crossing, but also avoiding the grade crossing on Saratoga Street, at the Winthrop Junction station.

This last plan would be very desirable for the people of Revere, and seems to the Board to be the best plan which has been proposed. Undoubtedly it will require a considerable expenditure, but it is worth a good deal to be able to avoid the necessity of two railroad crossings at grade.

If a grade crossing on Beachmont Avenue were authorized by the Board, it would cost the railroad company at least \$600 a year for

the care of the gates. This would be 6 per cent. on \$10,000, or 5 per cent. on \$12,000, so that the railroad could well afford to contribute a considerable sum toward the expense of avoiding this grade crossing. The Board has in the past (Report 1885, pp. 43, 44) advocated the passage of a law providing in such cases as this for a division of the cost of avoiding a grade crossing between the railroad company and the cities and towns benefited. The circumstances of this case confirm the Board in the opinion that such a law is desirable.

It is unfortunate and undoubtedly gravely dangerous that the people should be allowed to pass over Butler Avenue, as a private way, but that is a danger for which the Board is not responsible, and which it is not within its power to abate. If, however, it should sanction a grade crossing, such action would as years roll by become a greater and greater blot upon its record.

The Board therefore feels obliged to decline to give consent to a crossing of the tracks of the Boston, Winthrop & Shore Railroad by Beachmont Avenue at grade, as set forth in the resolve of the street commissioners of the city of Boston.

For the Board,

GEORGE G. CROCKER,
Chairman.

Nov. 22, 1887.

[E.]

STATION ACCOMMODATIONS.

PETITION OF CITIZENS OF SPRINGFIELD FOR BETTER
STATION ACCOMMODATIONS ON THE BOSTON &
ALBANY RAILROAD IN THAT CITY.

A large number of citizens of Springfield and others represent that the accommodations at the Boston & Albany passenger station in that city are insufficient for the proper transaction of the business there done, and dangerous to the lives of passengers and others, and that it is the practice of the New York, New Haven & Hartford Railroad and the Boston & Albany Railroad to stop cars and engines on Main Street to the great obstruction of travel and danger to those using the street, and they ask the Board for relief.

After due notice a public hearing was held at the court house in Springfield, January 31, at which many of the petitioners and others were present with counsel, and the railroad corporations were represented by counsel or officials. No remonstrants formally appeared, but it was stated by counsel that if a plan for a relocation of the station should be submitted remonstrances against it would be presented. No such plan, however, was submitted.

The testimony of a number of citizens was offered to show the inadequacy of the station for the business of the several roads, and the danger to life and limb arising from the present method of moving trains and engines in and through the station. Testimony was also submitted as to the obstruction of Main Street by the stopping of cars and engines on the crossing, and the great danger to life by the frequent switching of engines and cars over it.

As to the inadequacy of the station for the business there appears to be no difference of opinion, and from frequent observation the commissioners concur with the general testimony upon this matter. The station was built in 1851, since which time the population of Springfield has more than tripled, the thriving city of Holyoke has

grown up, and all the surrounding territory which contributes to the business of the station has very largely increased in population and in various and extensive industries. Although the accommodations have been from time to time improved, the improvements have by no means kept pace with the increasing business of the several roads, and to-day the station is far from being worthy, either of the prosperous railroad corporations using it, or of the enterprising city in which it is located.

For the relief of the public from the inconveniences and dangers complained of, several changes in the station and in the manner of moving trains and engines in and through it are suggested, as follows : —

1. A substantial fence should extend longitudinally through the station, on each platform, and from the station to Main Street, with proper gateways for the entrance or exit of passengers to or from the cars, and for the transfer of baggage from one side of the station to the other ; and the gates should be kept closed at all times except when a train is receiving or discharging passengers, so that no one be permitted to cross the tracks. And an overhead or underground passage-way should be provided for passengers or others having occasion to pass from one side of the station to the other. While such fences would diminish the already limited space allowed to the public, the increased safety secured would compensate for the inconvenience which might be suffered.

2. The sheds at the west end of the station, alongside the tracks of the northern and southern roads, should be so constructed as to afford better protection from the weather, when all the cars of a train cannot be brought under the roof of the station. And the platforms both in the station-house and under the sheds should be kept clear of baggage trucks and vans except when in actual use.

3. Trains coming into the station from the west, including those of the northern and southern roads, should be stopped before the engine reaches Main Street, and the engine be switched back without crossing the street. If the train is to proceed eastward, the engine which is to haul it should also be switched into position to connect with the train without crossing Main Street. Trains entering from the east should not come to a full stop until the entire train has crossed the street.

4. The Boston & Albany Railroad Company should store its passenger cars west of Main Street, so that the numerous crossings of that street required by switching those cars to and from the station may be avoided. Even if it were found necessary to store them at West Springfield it would not be much further away than some of the railroads in Boston are obliged to house their cars.

5. No switching of freight trains across Main Street should be allowed unless absolutely unavoidable, and no freight train should pass through the station while a passenger train is receiving or discharging passengers.

6. Main Street crossing should be better guarded against accident. While the above-named suggestions, if carried out, would reduce to a considerable extent the number of trains and engines crossing the street, the public should still have all the additional protection possible on a thoroughfare of such importance; and substantial gates should be placed there similar to those at the Causeway Street crossing in Boston, so that no person could get over, under or around them, and the reckless as well as the unwary would be protected.

The above suggestions, if adopted, would afford relief from the inconveniences and dangers complained of, so far as seems possible in the present station, and the Board recommends to the Boston & Albany Railroad Company that they carry them into effect at the earliest practicable date, with such practical details as the managers are best qualified to devise.

It was argued by counsel that the petition asked only for such relief as could be given in the present station, and acting on that view of the case the Board makes the foregoing recommendations. But while the proposed changes in the station and in the method of moving cars and engines will afford partial relief, the Board under its general advisory powers deems it proper to take a broader view of the subject. Section 16 of chapter 112, Public Statutes, is as follows:—

The Board, whenever it deems that repairs are necessary upon any railroad, or that an addition to its rolling stock, or an addition to or change of its stations or station-houses, or a change in its rates of fares for transporting freight or passengers or in the mode of operating its road and conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation of the improvements and changes which it considers to be proper; and a report of the proceedings shall be included in the annual report of the Board.

Action under this section is not necessarily based on a petition, but the Board on its own motion may consider what change of stations or station houses is reasonable and expedient in order to promote the security, convenience and accommodation of the public. And the Board in its suggestions or recommendations to this end has always exercised a wide discretion.

During the whole period of the Board's existence the condition of the station at Springfield, and the manner of operating that portion

of the Boston & Albany road, have been the subject of more or less complaint, and have come under the observation of the commissioners. In 1869, the year in which the Board was established, an act was passed authorizing the Boston & Albany Railroad Company to change the location of its passenger station in Springfield, and to change the grade of its railroad there so as to pass over or under Main Street. From that time to the present the changes contemplated under that act have frequently attracted the attention of the commissioners, and they are not unfamiliar with the subject. They believe that the station should be located east of Main Street, where there is ample room for accommodations that shall meet the wants of the railroads and the public for an indefinite future. The growth of the city will be largely in this direction, and the station would become more central and accessible than the present location. It is not necessary to inquire why no action has ever been taken under the act of 1869. But in view of the continued complaint, more or less pronounced, for eighteen years, as to the inconvenience and inadequacy of the present station, and the annoyance and danger incident to its location, the Board is of opinion that action under the law, or under further legislation if necessary, or even under the general law, should no longer be delayed.

The removal of a long established station from a locality of which it is a most important part, must always meet with some opposition, and of course will be an inconvenience or possible injury to some individuals. But the fearful anticipations of interested parties in such cases are often exaggerated and are seldom realized. And if such considerations are to prevail the march of improvement will be slow indeed. The change now suggested, however, it is believed would not cause serious inconveniences or loss to any considerable number, while to the city as a whole it would be a certain and great benefit. The location of the station east of Main Street would very largely increase the value of real estate in that section, and the erection of such a building as the good taste of the Boston & Albany Company is likely to select would add to the attractions of the locality and promote further improvements for the advantage of the city. It is to be remembered that a movement of this kind is not for the present alone, but for the future also; and in making it now the probabilities and possibilities of the future should be considered when Springfield, with its 100,000 people, shall be, even more than now, the metropolis of Western Massachusetts.

Should the change involve a separation of grades of the railroad and Main Street, as authorized by the Act of 1869, or as may be authorized and required by proceedings under the general law, it is supposed that it may be accomplished without a very serious altera-

tion of the grade of the street or the erection of an unsightly structure over it, and that it would be no lasting injury to the real estate or business interests in that vicinity. Springfield is an enterprising and progressive city, and its Main Street is not to be permanently damaged because a railroad station is to be removed from it, or because it is no longer obstructed by trains on a level crossing.

If the change of location suggested should take precise form by action on the part of the Boston & Albany Railroad Company, any plans proposed must come before the proper tribunal, and remonstrants against their adoption can undoubtedly be heard.

By the Board,

WILLIAM A. CRAFTS,
Clerk.

FEB. 17, 1887.

IN THE MATTER OF THE COMPLAINT OF MRS. GEORGE S. WINSLOW AND OTHER LADIES OF NORWOOD THAT THE ACCOMMODATIONS AT NORWOOD CENTRAL STATION ON THE NEW YORK & NEW ENGLAND RAILROAD ARE INADEQUATE AND INCONVENIENT, ESPECIALLY FOR LADIES.

Hearing Friday, September 2, at Norwood.

The case for the complainants was very ably presented by one of the ladies. Her argument, and an examination of the station, satisfied the Board that the complaint was well-founded. The station is too small. It contains but one room, and lacks the conveniences which a station of its importance ought to have. The Board recommend that a much larger station be provided, with rooms and water closet accommodations for men and women respectively, with a room for baggage and parcels, and with a platform on the street side convenient for those coming in carriages. Since the hearing, plans have been submitted to the Board both by the complainants and by the company. The design offered by the ladies would involve unnecessary expense. The plan submitted by the company is unsatisfactory. Not only does the present passenger business demand better accommodations, but there is a good reason to believe that the business would have been larger had it not been for the forbidding character of this station.

A station furnishing the requisite accommodations can be built for

about \$2,000. In the opinion of the Board the expenditure of that sum is not only demanded in the interest of the public but will prove to be a judicious outlay for the company.

For the Board,

GEORGE G. CROCKER,
Chairman.

Oct. 24, 1887.

PETITION OF CITIZENS OF PALMER FOR BETTER ACCESS TO THE STATION OF THE BOSTON & ALBANY RAILROAD IN THAT TOWN.

In accordance with chapter 189 of the Acts of the year 1887 the Board gave a hearing to all persons in interest, at the station of the Boston & Albany Railroad, in Palmer, at 5 p. m., on Wednesday, Nov. 2, 1887, notice thereof having been duly published in "The Springfield Republican" and "Springfield Union," and posted in the town of Palmer. The meeting was duly adjourned to the district court-room. Some of the citizens of the town were represented by George D. Robinson, and others by Stephen S. Taft. The Boston & Albany Railroad Company was represented by its vice-president, J. A. Rumrill.

The citizens represented by Mr. Robinson desired that a tunnel should be built, starting at the northeast end of the station, running under the railroad diagonally and terminating on Main Street at the westerly side of Hatch's Block, so called, and they submitted drawings thereof, showing a tunnel 116 feet in length, 8 feet wide and 8 feet high in the centre, with 20 steps on the station end and 23 steps on the Main Street side, besides an inclined walk. The steps were to be seven by twelve, and the tunnel to be lighted by four patent sky-lights three feet square. They submitted an estimate placing the cost of construction at \$4,000.

Mr. Taft, representing other citizens, advocated a footway on the west side of the station, beginning at the westerly end of the platform and descending by steps to a point about four feet above the level of Commercial Street, where it passes under the railroad tracks, then turning at a right angle and running along the line of Commercial Street, at a level, until the grade of the footway and the grade of the street meet, and then on the regular sidewalk to Main Street. One man advocated an overhead bridge.

In behalf of those favoring the tunnel route it was claimed that the

act requires a new footway, either over or under the tracks of the railroad, all the way from the station to Main Street.

In behalf of the railroad it was claimed that the provisions of the act would be complied with by building a flight of steps from the westerly end of the platform down to Commercial Street, where it crosses under the tracks.

The Board is of the opinion that a reasonable interpretation of the statute lies between these two extremes, and that the words, "A footway or other additional approach to its station in the town of Palmer, for the accommodation of persons travelling on foot between said station and Main Street in said town," do not absolutely require that such new footway should extend the whole distance from the station to Main Street. If such had been the intention of the statute, the words, "A new footway from the station to Main Street," or words to that effect, would have been used. On the other hand, the Board is of the opinion that the act contemplates some additional method of getting over or under the tracks, or some improvement of existing methods. There are, therefore, three ways in which the provisions of the act can be complied with: First, the tunnel from the easterly end of the station to Main Street; second, the plan advocated by Mr. Taft as aforesaid, making use of a portion of the location of Commercial Street; and, third, an overhead bridge.

The proposed tunnel has many disadvantages. It would be about 116 feet long, and would, in the opinion of the Board, be a place through which women and children would dislike to travel even in the daytime. The petitioners estimated that the cost of such a tunnel would be \$4,000. The Boston & Albany Railroad Company estimates the cost at \$11,500, and the Board believes that the latter estimate is more nearly correct than the former. Moreover, if such a tunnel should be built the company would be at constant expense for lighting and keeping it clean and dry.

The Board has no way of knowing how great a burden the Legislature intended to impose upon the Boston & Albany Railroad in this matter, but as the company has just built at large expense an elegant station and extended platforms, and as there is access to the station on the east side by an overhead bridge opposite Church Street, and on the west by Commercial Street which passes under the tracks; and as the Board is not aware of any misdemeanors on the part of the road toward the town of Palmer which call for punishment, it does not seem to the Board that the Legislature could have contemplated, or that there is anything in the circumstances which would justify, an order requiring the railroad to furnish additional means of access to its station, at an expenditure so large as would be necessary in order to build the tunnel.

Coming next to the plan advocated by Mr. Taft, the Board believes that it is the best plan which has yet been suggested, and will prove on the whole the most convenient and desirable. By this route the distance from the corner of Commercial and Main Streets to the centre of the depot is 445 feet, or 70 feet less than the distance from the same corner to the same point by way of the tunnel, so that the Commercial Street route will be shorter for all persons coming from points west of Commercial Street.

From the post-office, as now located at the corner of Walnut and Main Streets, the distance by way of Commercial Street is about 200 feet more than by way of the tunnel, and for people coming down Central Street the distance by way of Commercial Street is about 380 feet more than by way of the tunnel.

For a portion, therefore, of the village in the town of Palmer the tunnel would be the shorter route to the station, but for the other three villages in the town, inasmuch as they lie west of Commercial Street, the Commercial Street route would be the shorter. The village around the station was said at the hearing to embrace about one-third of the population of the town, and it would be only a portion of that third which would find the tunnel route the shorter, while the remaining portion of this third, and the other two-thirds, would find the Commercial Street route shorter. This advantage in favor of the Commercial Street route is lessened by the fact that a great many people wish to stop at the post-office on the way to or from the cars, and for all such this Commercial Street route would, as has been stated, be 200 feet longer than the tunnel route. On the other hand, it is to be borne in mind that the location of the post-office is not unalterable, and would in fact probably be changed if the Commercial Street route were adopted.

The Commercial Street plan contemplates taking away the easterly abutment of the street, where it passes under the railroad track, and building a new abutment on the east side of the Commercial Street location, thus widening the passage under the tracks from about sixteen to thirty-two feet; this will give eight feet more for the driveway, and an eight-foot walk. This sidewalk should be kept from three to four feet above the level of the drive-way, as it is unnecessary to have more than seven and one-half or eight feet head room, and should be carried on a level until it strikes the grade of Commercial Street. The descent to it from the platform would be easy. It would have many advantages over the proposed tunnel. It would be shorter,—not more than seventy-five feet in length. It would be very much lighter, inasmuch as it would get the full benefit of the road-way opening of twenty-four feet. Only one flight of steps would be necessary, whereas the proposed tunnel requires two, and

the opening from the station platform would give a side light of considerable value to the carriage-way.

As this plan contemplates the use of a portion of a county road, and an expenditure on the part of the county, the Board can make no order relating thereto, except subject to the assent of the county through its proper officers, and to an agreement as to the division of the cost.

The only alternative is an overhead bridge. As compared with the Commercial Street plan such a structure has obvious disadvantages. It is necessary to rise from the platform about twenty feet, whereas the descent on the Commercial Street plan would only be about ten feet. Such an overhead bridge would cost about \$2,500, and in the opinion of the Board would not be so well liked as the Commercial Street plan. That the position of this overhead bridge should be at the west end of the platform as shown on the plan is determined not only by the foregoing considerations concerning distances, but also by the fact that an overhead bridge at or near the location of the proposed tunnel would obstruct the view of the home signals for the New London Northern crossing, which signals could not with safety be placed so far from the crossing as the tunnel site.

The statute requires the Board of Railroad Commissioners to order and determine the location and manner of construction of the footway or other additional approach to the station. The desirability of an alternative order was evidently not contemplated, but the Board feels that the plan making use of Commercial Street would prove so much more convenient and would give so much better satisfaction, in the long run, that it feels justified in ordering that such plan shall be carried out as herein suggested, provided an agreement with proper officials of the county can be entered into before the first day of February next; and if such agreement cannot be made, then it orders the Boston & Albany Railroad to construct an overhead iron bridge, in accordance with plans on file in this office, the footway starting from a point near the westerly end of the platform, and ending on Commercial Street at a point about 138 feet from Main Street.

For the Board,

GEORGE G. CROCKER,
Chairman.

Nov. 21, 1887.

[F.]

PASSENGER AND FREIGHT FACILITIES.

CITIZENS OF HANOVER *v.* OLD COLONY RAILROAD
COMPANY.

The selectmen of Hanover and other citizens ask the Board to recommend that the Old Colony Railroad Company shall so change its time-table as to allow the Hanover Branch Railroad to run a train from North Abington to Hanover and return, connecting with a train for Boston on the Old Colony road.

The train requested is a desirable one. The Board would be glad to see the wished-for facilities granted, and the managers of the Old Colony road concur in this desire. The Hanover Branch managers also concur in the wish. But it appears upon full consideration that the proposed change would cause far more inconvenience than it would cure. It is much easier to criticise a time-table than to make one. It is hardly necessary to say that one change in a complex time-table leads to others. In this case thirty changes would result from the alteration, and some of them would be exceedingly injurious to the interests of people in the Old Colony, including the interests of those who desire easy communication with the shire town of the county. One of the projects by which it was hoped to make the proposed change feasible received an instant protest from the selectmen, and some insuperable objection appeared to every scheme suggested. It is a case where a well-founded and honest desire is met by objections just as honest, and, as it appears to the Board, more weighty.

It has been suggested that increased accommodation on the Hanover Branch Railroad might accomplish the desired result. The counsel for the petitioners has properly answered this proposition by saying that this is not the request of his clients. And we add that it will be time to consider such a request when it is made, and when made both sides (and all sides) of the question will be considered. At present it is enough to say that the balance of considerations as to the public convenience forbid the granting of this petition.

For the Board,

THOMAS RUSSELL, *Chairman.*

TRAINS ON THE NANTASKET BEACH RAILROAD.

The selectmen and other citizens of Hull ask the Board of Railroad Commissioners to recommend that the management of the Nantasket Beach Railroad continue the running of trains through the winter season. The commissioners have been called upon twice before to use their recommendatory office to secure to the people of Hull reasonable facilities of transportation during the winter months, and have fully expressed their views in relation to the matter. (Fourteenth Annual Report, p. 145 ; Sixteenth Annual Report, p. 122.) A single quotation from the last of these reports expresses the views of the commissioners in the present case : —

The present holders of this property can so use it as to furnish reasonable accommodation to the public. While they choose to hold it for their own purposes and to operate it for part of the year in their own way, they ought to give the reasonable and moderate facilities which the community desire during the remainder of the year. When they cannot do this, or do not desire to do it, they should give up the franchise, relinquishing its benefits when they cease to bear its burdens.

In former reports the Board has recommended the use of a combination engine and car, as sufficient to furnish the accommodation required, and as more economical. Since the first recommendation of this method of transportation (four years ago), when it was alleged that such a car could not then be procured, there has been ample time to have obtained one for use when summer travel ceased ; but the Board is informed that no steps have been taken to provide this economical means of transportation, which would furnish ample accommodation through a great part of the year.

The commissioners are aware of the difficulties attending the operation of a railroad like the Nantasket Beach road during the inclement season of the year ; and for that reason have considered that a reasonable service by means of a coach or barge might properly take the place of trains during the stormy months. But such a conveyance, if substituted, should be run at convenient hours, and afford facilities for the residents of Hull to go from the town and return the same day. Nothing short of this is reasonable, and nothing less than this ought to be offered.

The Board therefore again recommends that the parties in possession of the Nantasket Beach Railroad either run a morning and an afternoon train each way daily (except Sunday) to connect with

trains on the Old Colony Railroad at convenient hours, or in lieu of such trains run a coach or barge between the same points twice a day each way, at hours which will accommodate the public.

By the Board,

WILLIAM A. CRAFTS, *Clerk.*

JAN. 26, 1887.

COMPLAINT OF WILLIAM McKENZIE AND OTHERS *v.*
THE OWNERS OF THE NANTASKET BEACH RAIL-
ROAD.

Hearings July 5 and 8. Joseph Bennett for complainant, and Robert M. Morse for respondent.

The complaint calls the attention of the Board to the fact that the parties now in control of the franchise and property of the Nantasket Beach Railroad "do persistently refuse to operate the same, thereby failing to grant that reasonable or proper accommodation . . . which it is believed they, as common carriers, are bound to furnish, or forever abandon their location and relinquish their charter," and to the further fact that "during the past winter the claim has been made in behalf of this company that its road is a summer road, expressly for the use and benefit of summer residents and excursionists, who alone could make it profitable," and the prayer is that relief may be granted by the speedy renewal of train accommodations.

Trains have not been run on this road since last fall. In excuse for the failure of the management to operate the road, evidence was submitted to show that the title of the property is vested in Arthur W. Moors, trustee, he having been the purchaser at the sale made under a power of sale contained in a mortgage of the premises, and holding the property as trustee for the owners of the bonds secured by such mortgage; that these bonds are distributed in small lots, and that the owners are scattered all over England, very few residing in this country; that the trustee has received from the bondholders no authority or means for raising money; that it would cost at least \$10,000 to put the road in condition in which it would be safe for operation; that negotiations have been pending for some time with the Old Colony Railroad, looking to a purchase or lease by that corporation; that the trustee hoped and expected that these negotiations would be completed, so that the road would be taken and operated this summer by the Old Colony; that, in fact, no agreement

between the parties has been arrived at, though it is believed that such an agreement will soon be made; and that it was impossible for the trustee to operate the road, not only because he has no funds or authority to raise funds, but also because certain parties holding executions against the road had given notice that if an attempt was made to operate the road they should apply for an injunction in accordance with the provisions of the statutes in such case provided.

A railroad corporation is vested with great powers and privileges which are peculiar to such corporations, and the grant of which imposes upon the corporation special duties, among which the most important and undoubted duty is the duty to transport persons and freight at reasonable and proper times and rates.

Railroad companies are chartered as common carriers, and they are bound to perform the duties of carriers. In the case of this railroad the property is not now held by a corporation, but is held by an individual as trustee for certain bondholders. This, however, does not affect the rights of the public or the duties of the management of the corporation.

Section 1 of chapter 142 of the Acts of the year 1886 is as follows:—

A purchaser of a railroad at a sale under a valid foreclosure of a legal mortgage thereof, and his grantee and successors in title, shall be subject to all and the same duties, liabilities, restrictions and other provisions respecting such railroad or arising from the construction, maintenance and operation thereof, and have all the same powers and rights relating to said railroad and the construction, maintenance and operation thereof, which the corporation by which said mortgage was made was subject to, and had at the time of said sale.

The powers, therefore, and the duties of the present owners of this franchise and property are the same as the powers and duties of the original corporation. If the owners of the bonds have failed to furnish the person holding the title as trustee for them with sufficient means or authority to perform those duties and reap the benefit of those powers and privileges, the trustee may personally be free from blame, and yet the right of the public to be served by this common carrier cannot in any way be diminished thereby. In this connection it should be noted that the last report of the trustee to this Board shows a balance (surplus), Sept. 30, 1886, of \$11,815.95. Unreasonable failure to operate a road is good ground for the forfeiture of its charter.

Nor is the failure to operate this road excusable on the ground that should the management attempt to operate it, the court, upon application of the holders of executions against the road, would

probably by injunction restrain its operation until the executions are satisfied. It is the duty of the management of the road, as well as the duty of an individual, to pay just debts, and the legal consequences of a failure to perform this duty cannot be received as an excuse for neglecting to perform other duties.

When the hearings on this complaint closed, the hope was expressed that some arrangement might be made under which the Old Colony would operate the road for the present season, and with the assent of the counsel for the complainants, action by the Board was delayed until the result of pending negotiations could be learned. On the 17th of August the Board received a communication from the counsel for the complainants withdrawing his assent to further delay. While it is true that the necessary repairs of the road could hardly be finished before the end of the season, it is also true that the management has been negligent in suffering the road to get into its present condition.

The Board, therefore, adjudges that it is the duty of the owners of the Nantasket Beach Railroad to operate the road, and that the difficulties which they have pleaded do not relieve them therefrom.

For the Board,

GEORGE G. CROCKER, *Chairman.*

Aug. 20, 1887.

PETITION OF CITIZENS OF WEST SPRINGFIELD FOR AN EARLY MORNING TRAIN TO SPRINGFIELD.

Luke Bliss and more than twenty other voters of West Springfield petition the selectmen of that town to apply to the Board of Railroad Commissioners for a recommendation in favor of a passenger train to be run daily except on Sundays not later than 6.45 A.M. from West Springfield to Springfield. Like requests have heretofore been made to the Boston & Albany Railroad Company.

A preliminary question arises from the fact that no action was taken on this petition by the selectmen, who are said to have required a second petition — for what purpose we are not informed. The law says that in such case the selectmen shall indorse on the petition the reason of their non-compliance. But it cannot be supposed that by neglecting to do this the selectmen can deprive the commissioners of their modest jurisdiction, which is limited to a recommendation. In other words, the selectmen by neglecting to do their duty cannot prevent the commissioners from doing theirs.

The strength of this petition lies in the fact that more than fifty men and women (not including railroad operatives) are believed to do their daily work in Springfield, while they live in West Springfield, with the advantages of fresh air, cheap land, and in general, of the benefits of a residence in the country. It is believed that the number availing themselves of these advantages would increase if proper facilities were furnished by which men and women could without undue expense leave their homes in West Springfield for the places where they work in Springfield.

The principle upon which this accommodation is sought is that upon which so-called working-men's trains are run to and from Boston under the provision of section 183, chapter 112, Public Statutes. The accommodation that would be afforded would be of great value to the people. The cost would be small. We have preferred not to indicate the best and most economical methods by which this service could be rendered, nor to set forth details of the arrangements proper to be made. But the Board adjudges that the complaint is well founded, and in order to promote the convenience and accommodation of the public, the Board thinks it proper and desirable to run a passenger train at reasonable rates daily, except Sundays, from that part of West Springfield called Mittineague to a point or points in Springfield suited for the accommodation of men and women working in that city.

For the Board,

THOMAS RUSSELL, *Chairman*.

JAN. 8, 1887.

R. A. FOREST AND OTHERS *v.* THE HANOVER BRANCH RAILROAD COMPANY.

A large number of the citizens of Rockland ask the Board to recommend that the Hanover Branch Railroad Company furnish a train, to connect at North Abington with the train on the Old Colony Railroad, which leaves Brockton at 5.30 P. M., to carry home many workmen who return from Brockton, Whitman and Abington. In the morning a train on the Hanover Branch connects with the Old Colony train to Brockton, and tickets are sold at reduced rates to many persons who work daily at Brockton and other places. But when the afternoon train on the Old Colony road brings them back to North Abington, they are obliged to wait an hour for a train on the Hanover Branch, or take a coach or some other conveyance to their homes.

The delay of an hour at this time, after a day's work, is a serious inconvenience to these parties, and the president of the Hanover Branch Railroad Company admits that the request of the petitioners is just and reasonable, but pleads inability to furnish the train. Upon a full consideration of the case the Board cannot admit this plea. The Hanover Branch Railroad Company is not a poor corporation, without means to provide the equipment which its business demands, and the road is capable of being operated so as to furnish the accommodation now asked for without diminishing the facilities already afforded. The Board, therefore, recommends that the Hanover Branch Railroad Company furnish the accommodation asked for, and run a train from North Abington upon the arrival of the 5.30 Old Colony train from Brockton.

By the Board,

WILLIAM A. CRAFTS, *Clerk.*

FEB. 5, 1887.

HON. GEORGE S. BOUTWELL AND OTHERS COMPLAIN-
ANTS *v.* THE WORCESTER, NASHUA & ROCHESTER
RAILROAD.

Hearing August 1, 1887. For complainant, George S. Boutwell ; for respondent, Solomon Lincoln.

The complaint alleges that since the Worcester, Nashua & Rochester Railroad was leased to the Boston & Maine Railroad the rate for quarterly season tickets between Groton and Ayer Junction has been unreasonably raised, and that the yearly and half yearly season tickets, which were formerly sold at a rate much lower than the quarterly tickets, have been discontinued.

The distance from Groton to Ayer Junction is 3.52 miles. Before the Worcester, Nashua & Rochester Railroad was leased to the Boston & Maine Railroad, three months, six months and yearly tickets were issued. But after the lease, the six months and yearly tickets were discontinued, and the price of the three months tickets was raised from \$9 to \$11. Formerly a yearly ticket cost \$25,—now four quarterly tickets would cost \$44.

It appeared that the charge now made is in conformity with a general system adopted by the Boston & Maine Railroad on its main line, and the roads operated by it, that when this system was applied to the Worcester, Nashua & Rochester Railroad on January 1, 1887, it resulted in a few cases in an increase of rates, but

generally in a decrease of rates upon the various classes of tickets now in use.

There are only about half a dozen season ticket holders from Groton to Ayer Junction. There was no evidence to show that the case of Groton and Ayer Junction involved any elements which justified its being excepted from the general system adopted by the road, and in the absence of any proof that that system was unreasonable or unjust the Board make no recommendation that the rates should be changed.

By the Board,

GEORGE G. CROCKER,

Chairman.

AUG. 22, 1887.

COMPLAINT OF CLARENCE HAYWARD *v.* THE BOSTON & ALBANY RAILROAD.

Hearing Oct. 10, 1887.

The complainant alleged that, having a mileage ticket on the Boston & Albany Railroad and also on the Connecticut River Railroad, he went to the Boston & Albany station in Boston and asked to have a trunk checked for Holyoke on the Connecticut River Railroad: that the baggage master refused to do so, and that he, the complainant, was put to the trouble of having his trunk rechecked at Springfield, in consequence of which he lost close connection at that point and was obliged to lie over until the next train. The answer of the Boston & Albany Railroad was that it did not issue the mileage ticket for the Connecticut River Railroad, and therefore, with reference to it, was not acting as agent for that company, as it would have been had it sold a trip ticket from Boston to Holyoke.

It is evident that it would be for the convenience of passengers holding mileage tickets, if they could check their trunks through on connecting lines. In some respects, moreover, it would be equally, possibly more convenient for the railroads, if they should by mutual agreement act as agents for each other with reference to mileage tickets, in the same manner as in the case of trip tickets. An agreement might be made by which the baggage master receiving the baggage should cancel with his baggage punch the proper number of mileage coupons, or detach the proper number of special baggage coupons on the mileage ticket of the connecting road, as well as on the ticket of his own road. At the transfer point the initial road would then be saved the trouble of delivering up the trunk to the owner, and the connecting road would be saved the trouble of re-checking it to its destination. The saving would, however, be of

considerable importance only when the same baggage car runs through from the starting to the destination point. In some such cases the Board is informed that baggage is now checked through on mileage tickets. In the case under consideration there was no through baggage car, and it was necessary in any event to transfer the baggage at Springfield from the cars of the Boston & Albany to the cars of the Connecticut River Railroad.

As no agreement between the two roads now exists which would authorize the Boston & Albany to mutilate the mileage ticket of the Connecticut River, the question is, whether the Board shall recommend that a mutual agreement covering such cases shall be entered into between roads connecting as the Boston & Albany and Connecticut River do. In other words, shall the Board recommend that the original purpose and scope of the mileage ticket be still further enlarged? The Board knows of no basis for such a recommendation. Mileage tickets are issued at specially low rates, and no reason was suggested at the hearing, or has since been brought to the attention of the Board, why railroad companies should furnish on these tickets the same accommodations with respect to connecting roads as they furnish when they sell a ticket not limited to their own road, but good for the connecting roads as well. Moreover, there are practical difficulties in the way. In order to prevent mileage tickets from being used as a means of getting an excess of baggage carried, it is necessary either to have the proper number of baggage coupons detached when the baggage is checked, or else have the proper number of mileage coupons punched with a special baggage punch. This throws upon the baggage master, for every mileage ticket presented, a considerable amount of labor, — much greater than that of punching a single trip ticket, — and this work on the roads where mileage tickets are in use has already grown to serious proportions, rendering it difficult to manage the proper checking of baggage in the short time allowed therefor by the passengers. This work would be largely increased, and might well prove a serious interference, if baggage masters were obliged to take care, not only of the mileage tickets on their own road, but also the mileage tickets on one or more connecting roads, with the distances on which they would be less familiar.

It is, moreover, obvious that a looseness in the matter of punching or detaching coupons from mileage tickets would be likely to grow up at small stations where the station agent has other duties to perform.

The Board, therefore, declines to make the recommendation petitioned for.

For the Board,

GEORGE G. CROCKER, *Chairman.*

IN THE MATTER OF THE COMPLAINT OF W. R. GUILD
AND OTHERS *v.* THE NEW YORK & NEW ENGLAND
RAILROAD.

Hearing December 6, 1887.

For petitioners, S. W. Hatheway and John L. Wakefield of Dedham, John C. Lane of Norwood, J. J. Fealey of Walpole, George W. Wiggins of Franklin and Robert W. Carpenter of Foxborough.

For respondent corporation, Vice-President William P. Shinn and R. M. Saltonstall.

The petition, which is numerously signed, sets forth that the New York & New England Railroad Company is entitled to a right of way, formerly a part of the Norfolk County Railroad, extending from the main line of the railroad at Islington Station to Dedham Village, originally acquired by the right of eminent domain, and that formerly passenger trains were run regularly over such right of way, but several years ago were discontinued; also that passenger trains were at one time run regularly from a point on the New York & New England Railroad called Dedham Junction to Dedham, and that such trains have also been discontinued.

The complaint further states that it is important and that public convenience and necessity require that the people of Norfolk County residing on the line of the New York & New England Railroad should be furnished with convenient means of access to Dedham Village, where are situated the county buildings, the courts, the registries of probate and insolvency and of deeds, banks, insurance companies, etc., and the complainants ask that said corporation be required to run passenger cars from Islington to Dedham over said right of way, or over the road from Dedham Junction to Dedham.

In 1846 a charter was granted to the Walpole Railroad Company to construct and maintain a railroad from Dedham to Walpole. This line was subsequently consolidated with the Norfolk County Railroad, forming a continuous line from Dedham to Blackstone. About the year 1866 the operation of the portion between Islington and Dedham was discontinued. Subsequently this portion was again operated for several years by the New York & New England Railroad, but it proved unprofitable and the tracks were taken up. In the location of the New York & New England Railroad filed in 1881 it is laid down as the "Dedham Branch."

There was conflicting testimony as to whether this Dedham Branch could now be run with profit. It seems probable that it would not pay expenses for some time at least; but it does not follow that the New York & New England Railroad is thereby relieved from the duty of operating it.

It was stated at the hearing, and not denied, that one of the

principal reasons urged for granting a charter for the Walpole Railroad was, that it would furnish access to Dedham, the shire town of the county.

The grant of the franchise gave privileges and imposed burdens. The Board is not justified in assuming that the Legislature intended to allow the holders of the charter to avail themselves of the benefits attaching to one portion of the road and to decline the burdens attaching to another. The case of *The Commonwealth v. The Fitchburg Railroad*, 12 Gray, 180, cited by the counsel for the respondent corporation, is not parallel. In that case the Fitchburg Railroad maintained a branch in good condition for use, used it regularly and sufficiently for the transportation of freight, and held itself in readiness to carry passengers whenever any requested to be carried, at reasonable rates. On this Dedham Branch, however, the rails have been taken up. Moreover, in the case of the Fitchburg Railroad the Commonwealth had granted a franchise to another corporation and such grant had spoiled the value of its previous grant to the Fitchburg Railroad, so far as the branch in question was concerned. In the present case the New York & New England Railroad cannot plead that the grant of a location for a railroad from Islington to Readville has interfered with the value of its location from Islington to Dedham, because the location from Islington to Readville is not the property of a competing corporation, but is its own property. Duties growing out of a first gift cannot be diminished by a second gift of a greater value.

The loss, if any, in operating this branch would be small. It cannot be claimed that the resources of the road would thereby be exhausted, so that it would be rendered incapable of discharging its other duties.

The Board therefore adjudges that it is the duty of the New York & New England Railroad to put the branch from Islington to Dedham in suitable condition and operate the same.

The branch from Dedham Junction to Dedham was in 1881 opened for public use in accordance with a certificate issued by this Board under Public Statutes, chapter 112, section 141. No special act of Legislature was at that time needed. The facts in relation to this branch were not sufficiently developed at the hearing to justify an opinion as to whether it is the duty of the New York & New England Railroad to renew its operation. It is unnecessary for the Board to pass upon this question at the present time, as the complainants only ask that either one route or the other may be operated.

For the Board,

GEORGE G. CROCKER, *Chairman.*

DEC. 31, 1887.

[G.]

EXIGENCY FOR NEW ROADS.

 PETITION OF THE EAST WAREHAM & ONSET BAY
RAILROAD COMPANY FOR A CERTIFICATE OF EXI-
GENCY.

Hearings October 10 and 12. For petitioners, E. B. Powers; for remonstrants, Alfred Hemenway.

It appeared that the requirements of law preliminary to an application for a certificate of exigency had been complied with, and that the application to the Board of Railroad Commissioners for such certificate had been made within thirty days after the first publication of the articles of association in accordance with section 37 of chapter 112 of the Public Statutes.

The termini of the road are a point at or near the intersection of the Old Colony Railroad and the highway near the station of said railroad at East Wareham, and a point at or near the intersection of Wareham Avenue and Onset Avenue, at Onset in Wareham. The length of the proposed road is about $1\frac{1}{10}$ miles, being wholly in the town of Wareham. The detailed estimate of the cost of construction made by E. L. Brown, civil engineer, and submitted to the Board was \$8,877.78.

On the petition of the Onset Bay Grove Railroad Association this Board on Sept. 25, 1885, issued a certificate of exigency for a railroad between Onset station on the Old Colony Railroad and the Onset Bay Grove. By chapter 285 of the Acts of 1886 the Onset Street Railway Company was chartered, and this railway has acquired the tracks of the Onset Bay Grove Railroad Company, so that, although the cars are propelled by a steam motor, these tracks are now used as a street railway, and not as a railroad within the meaning of the statute. This street railway company therefore takes the place of the railroad company, the exigency of which was confirmed by this Board.

The distance from East Wareham station on the Old Colony Railroad to the terminus of the proposed railroad on Onset Avenue is, as has been stated, about one and one-sixth miles, while Onset station, from which the existing railway runs, is about one and one-half miles beyond East Wareham, and the distance from it to the terminus of

the existing railway, near said Onset Avenue, is about one mile. The evidence showed that about seven-eighths of the travel to the grove comes from the direction of Boston, and it was urged as one of the reasons for the exigency of a railroad from East Wareham, that passengers taking it would save nearly a mile and a half travel over those going to Onset station and taking the street railway there.

Strenuous efforts have been made during the past summer to divert travel from the railway by inducing passengers to get off at East Wareham and take the barges from that point, and the proprietor of the barges testified that the number of passengers carried by him from April 1 to October 1 of the present year was 6,452, an average of thirty-five passengers per diem—or, as he made at least four round trips or eight single trips a day, an average per trip of four or five passengers. He also testified that he had carried one hundred tons of coal and several carloads of lumber and miscellaneous freight. Such a passenger and freight business would, of course, be utterly inadequate to support a steam railroad. On the other hand, it appeared that the street railway company has carried 30,000 passengers during the past year between Onset station and the grove, and, by economical management, has been able to divide six per cent. to its stockholders. This railway owns six cars and two motors, each of which motors accommodates about as many passengers as an ordinary horse car.

On special Sundays during the year it appeared that the railway and the barges were unable to accommodate promptly all those desiring to go to the grove, and that on such days several hundred people have been known to walk into the grove, rather than wait for a return trip of the cars or barges. This was especially urged in proof of the exigency for a railroad. Evidence was submitted to show that on certain of these special Sundays as many as 5,000 people had visited the grove. If 2,000 of these either walked or rode in carriages, it would leave 3,000 to go in the cars and barges, making 6,000 fares on both lines, or about one-sixth of the total fares collected for the six months from April 1 to October 1. The exigency of a railroad permanent all the year round cannot be rested upon any such spasmodic rush of patronage. Expenses go on accumulating every day in the week, whether it is pleasant or stormy, and whether there are or are not special attractions. The experience of the Nantasket Beach Railroad Company in this connection is peculiarly instructive.

It is at least evident from the testimony that both the railway and the railroad could not be supported by the present business nor by any business which is likely to arise for many years to come. If a railroad is established, running from East Wareham, in competition

with the railway from Onset station, it is probable that neither of them would pay expenses, and in a short time, **one at least**, and possibly both of them, would be financially ruined. In such **case** the people, instead of having a railway to the grove as they now have, would not have any railway at all. The distance from the line of the Old Colony is only one mile. That distance can be accomplished by a barge almost as quickly as by a railroad train, and the barge can, moreover, take the passengers to any portion of the grove which they desire to reach. The saving of time secured by the use of steam is, therefore, in this case not of material importance. The number of residents at the grove in the winter is about 200, and from October 1 to April 1 the barges collect between ten and twenty fares on the average per diem, that is, five or ten people travel over the road to East Wareham and back each day.

The Board adjudges that the public necessity and convenience does not require the construction of a railroad from East Wareham to Onset Bay Grove, as set forth in the petition.

For the Board,

GEORGE G. CROCKER, *Chairman*.

Oct. 15, 1887.

A certificate of exigency for an extension of a branch of the Boston, Winthrop & Shore Railroad in Winthrop, was granted March 15, 1887.

A certificate of exigency for a branch of the Old Colony Railroad from West Bridgewater to Easton was granted March 15, 1887.

[H.]

PASSENGER FACILITIES AND FARES.

GEORGE H. CARLETON *v.* BOSTON & MAINE RAILROAD.

The complaint of George H. Carleton sets forth that the Boston & Maine Railroad sells a ticket for one hundred rides between Haverhill and Boston, good either by the main line or by the Newburyport road, via Georgetown; that formerly it was the practice of the conductors to simply punch the coupon for a passage from Haverhill to Georgetown, leaving it in the possession of the passenger, who could use it on any train between Georgetown and Boston; but now the conductors are required to detach and take up the coupon for the partial passage, so that the passenger can show no evidence of his right to a passage on the connecting train from Georgetown to Boston, which is in charge of another conductor.

If this were the whole of the case it might be said that the complaint is well founded. But it appears from the statement made by the general manager of the Boston & Maine Railroad that tickets for a hundred rides between Georgetown and Boston are sold at the same rate as those for a hundred rides between Haverhill and Boston, and a passenger having one of the latter tickets could go from Boston to Georgetown, and if the coupon were not retained by the conductor could use it afterwards for a trip from Georgetown to Haverhill, or dispose of it to some other person, and thus deprive the road of its proper local fare between those places.

These tickets for a hundred rides are sold at a greatly reduced rate from the single ticket fare. The latter allows a stop over of ten days if desired, but in consideration of the greatly reduced rate at which the hundred ride ticket is sold, the company for its own convenience and protection limits the passenger to one continuous passage. And the Board is of opinion that the reasons submitted by the company for the rule now adopted are good and sufficient, and that it is intended for the reasonable protection of the company from a fraudulent use of the coupons, and imposes no real inconvenience upon the passenger; that in consideration of the reduced rates at which the tickets for a hundred rides are sold the company is justified in limit-

ing the use of the coupon to a continuous ride, without any right to stop over. And the commissioners can see no objection to the method adopted to secure such limitation.

By the Board,

WILLIAM A. CRAFTS,
Clerk.

FEB. 4, 1887.

GEORGE A. COBB AND OTHERS *v.* UNION STREET RAILWAY COMPANY OF NEW BEDFORD.

Hearing August 1 and 2, 1887. For complainant, Thomas F. Desmond; for respondent corporation, A. P. Smith.

The complaint is as follows:—

That under and by virtue of the provisions of an act to authorize certain street railway companies in New Bedford to lease, purchase or sell the rights and franchises of, and to unite and consolidate with each other, which act was passed March, 1887, the New Bedford & Fairhaven Street Railway Company and the Acushnet Street Railway Company, both of said New Bedford, did thereafter duly consolidate with each other under the name of the Union Street Railway Company, with Samuel C. Hart of New Bedford president; Andrew G. Pierce of New Bedford, treasurer; and a board of directors, as follows: Samuel C. Hart, W. W. Crapo, Charles E. Cook, Weston Howland, Abbott P. Smith, Andrew G. Pierce and Charles H. Gifford, all of New Bedford. And your complainants say, that they reside upon the route of such consolidated corporation, and that said corporation is not furnishing to the public sufficient travelling accommodations, and that said corporation makes an unjust discrimination in fares charged and established by the corporation for travel upon that section of the road operated on Acushnet Avenue from a point on said avenue, called the Nash road, north on said avenue, to the head of the river or Lund's Corner, in that said corporation charges five cents fare between all points in New Bedford and said Nash road, whereas said corporation charges ten cents fare between all points north of said Nash road and New Bedford; the distance from said Nash road to the head of the river being about 6,028 feet, whereas from said Nash road the distance which, at fare established at five cents, may be travelled southerly on said street railway, is three miles or more, wherefore your complainants pray that said corporation may be ordered to furnish such additional accommodations as, in the opinion of said board, the public travel requires, and that said Board shall revise and regulate the fares established by said consolidated corporation.

The power of the Board with relation to the matters covered by this petition is set forth in section 4 of chapter 91 of the Acts of the present year, being an act to authorize certain street railway com-

panies in New Bedford to lease, purchase or sell the rights and franchises of, and to unite and consolidate with each other. Said section reads as follows : —

Upon the complaint in writing of not less than ten persons residing upon the route of such consolidated corporation, that such corporation is not furnishing to the public sufficient travelling accommodations, the Board of Railroad Commissioners shall investigate such complaint, and may, after due notice and hearing, order such corporation to furnish such additional accommodations as, in the opinion of said Board, the public travel may require ; and said Board may, after due notice and hearing, revise and regulate the fares established by such consolidated corporation ; and all orders made by said Board under this section may be enforced in the manner provided in section 63 of chapter 113 of the Public Statutes.

The above section enlarges the powers vested in the Board by section 44 of chapter 113 of the Public Statutes. The authority of the Board is therefore ample to cover the prayer of the complainants. It appeared that the railway company make trips once an hour between Nash road and the head of the river or Lund's Corner in Acushnet. The evidence did not prove that the car on this portion of the road has been unduly crowded, or that in any way the travelling accommodations have been insufficient for those who desire to ride at the present rates. There was evidence to show that the cars have not been run strictly on schedule time, and that in this respect the management of the road has been negligent. The Board adjudges that the road, not only for the accommodation of the public, but also in its own interest, should exercise greater care in running its cars in accordance with schedule time.

The second portion of the complaint is, that the corporation makes unjust discrimination in fares, in that it charges ten cents for all passengers crossing the Nash road, in either direction. The distance from the centre of New Bedford to the Nash road is two and a quarter miles. The distance from the terminus of the road at the cove on the south to the centre of the city is less than two miles. In deciding whether there is any unjust discrimination, the centre of the city must be taken as a starting point, and it is not just to claim, that because a person can be carried for a five-cent fare from a point on one side of the centre of the city to a point on the other side of the centre, a distance of three or four miles, that he has a right to be carried at the same rate an equal distance away from the centre, in any given direction. Roads running long routes into the suburbs are justified in fixing a point beyond which an increase or double fare shall be paid. What that distance is, and what the increase of fare shall be, depends upon the circumstances of each particular case.

In the present case the Board is of the opinion that no unjust discrimination results from fixing the point at the Nash road. A portion of the public would be pleased and benefited by the abolition of the double fare, but whether such action could be taken with due regard to the interests of the railway company and its right to charge a sufficient sum to pay expenses and a reasonable profit, is an excessively complicated question. The Board feels that it has not received information sufficiently definite and extensive to justify it in passing any order in the premises. While, however, it refrains from making any order, the evidence which was submitted seems to the Board to raise a doubt whether the interest of the road as well as of the public would not be promoted by abolishing the double fare altogether, or substituting for it an eight-cent fare.

In most cases where a reduction is made the increase of business resulting therefrom fully realizes the expectation of the railway companies, and in this case the Board is of the opinion that there is a good chance that the road would not find itself a loser by the change. If the present double fare should be continued, or if an eight-cent fare should be adopted for all passengers crossing the Nash road, the Board recommends that notice be posted in the cars calling attention of the passengers thereto.

For the Board,

GEORGE G. CROCKER,

Chairman.

AUG. 6, 1887.

D. L. WITHINGTON *v.* BOSTON & MAINE RAILROAD. MILEAGE TICKETS.

The hearing was given July 23, and the complaint read as follows:—

The undersigned respectfully represents that upon the twenty-seventh day of June last he purchased of the Boston & Maine Railroad Company a mileage ticket, so called, which ticket contained 1,000 coupons, and entitled the undersigned to travel as many miles on said railroad as were represented by coupons attached; that the aforesaid railroad refused to carry out its said contract with the undersigned and with numerous others who have purchased said tickets, and unlawfully and without right demands and has taken from the undersigned and many others, as a condition of riding on the Eastern Division of said road between Newburyport, a station on said division, and other stations on said division, a number of coupons in excess of the number of miles travelled, in particular between Boston and Newburyport, 40 coupons, the distance being 37.3 miles by the official schedule,

and between Salem and Newburyport, 23 coupons, the distance being 21 miles, and in numerous other instances demanding more coupons than the number of miles travelled. The undersigned respectfully represents that these acts of said corporation are in derogation of its said contract, and are an unjust discrimination against the citizens of said Newburyport and travellers to and from said place. Wherefore he prays that your honorable Board may examine into said matter, in accordance with the provisions of the statutes of this Commonwealth.

At the hearing it appeared that the Boston & Maine Railroad Company has issued mileage tickets for 1,000 miles, with various conditions printed thereon. The condition which relates to the matter covered by this complaint was at first in the following form : —

That one coupon shall be detached by conductor for each mile travelled, except that for distances less than three miles three coupons shall be surrendered, and that all fractions of a mile shall be computed a mile in calculating distance travelled.

After about 1,000 of these tickets had been issued the condition was altered to read as follows : —

That one coupon shall be detached by conductor for each mile travelled in accordance with mileage table dated June 1, 1887, except that for distances less than three miles three coupons shall be surrendered, and that all fractions of a mile shall be computed a mile in calculating distance travelled.

It appeared that the mileage table dated June 1, 1887, and in accordance with which the coupons have been detached by the company from mileage tickets in each of the forms above specified, does not in all cases state the actual distances. For instance, the distance to Newburyport over the Eastern Division is stated as forty miles, whereas, in fact, it is but thirty-seven miles and a fraction, and the distance to Portland is stated as 115 miles, which is the distance to Portland by the Western Division, whereas the actual distance by the Eastern Division is only 108 miles and a fraction. In other words, the company has attempted to equalize mileage to points reached by its Eastern and Western Divisions by forcing the distances on the shorter line up, so that they will correspond with the distances on the longer line ; and this attempt has resulted, in several instances, in a material increase of mileage as fixed by the mileage table over the actual mileage.

The mileage table thus prepared by the road is not a correct and true, but is an arbitrary, table. It is clear that those who bought the mileage tickets originally issued are entitled to have only such coupons detached therefrom as will cover the distance actually trav-

elled by them. Moreover, under the new form, in which the phrase "in accordance with mileage table dated June 1, 1887," is used, the public has a right to assume that that mileage table is an honest statement of actual distances, and that it is not a table in which the distances are arbitrarily increased.

The Board, therefore, adjudges that it is the duty of the road, with reference to both classes of tickets heretofore issued, to detach only such coupons as will cover the actual distance travelled, except that three coupons shall be surrendered for distances less than three miles, and that fractions of a mile be considered as a mile; as set forth in the printed conditions.

For the Board,

GEORGE G. CROCKER,

Chairman.

Aug. 10, 1887.

EUGENE H. CLAPP *v.* THE BOSTON & ALBANY RAILROAD.

Hearing Oct. 8, 1887.

The complainant in this case bought a ticket for Boston in Rochester, N. Y. Shortly after leaving Albany the conductor on the Boston & Albany road took up this ticket and offered an exchange check in its place. This the complainant refused to take, and demanded his ticket back again. The complainant did not examine the exchange check which was offered him, believing as a matter of right that a person who buys and receives a ticket cannot legally be compelled to give up his evidence of the contract entered into between him and the company, and receive another contract in its place, whether such other contract is actually of the same purport or not.

It appeared that it is a rule of the Boston & Albany Railroad that all tickets issued by other corporations, whether limited or unlimited, shall be taken up by its conductors when the passenger arrives on its road, and that exchange checks shall be given in place thereof, and it was shown that unless some such method was adopted the company would have no evidence that it had carried the passenger at all, — no evidence which would enable it to collect from the road issuing the ticket its share of the purchase money, — in case the passenger for any reason should leave the train before reaching his destination. It is proper that a railroad company should be protected from such a possibility. Careful management, indeed, requires it.

On the other hand, there seems to be good ground for the position taken by the complainant in this case, that having received an agree-

ment from a railroad corporation for transportation to a given point, he is not bound to give up that agreement and accept a substitute therefor, unless it is so provided in the original contract. As, however, the Board is not aware that any injustice has resulted from the present practice, and as the complainant would have suffered no loss had he accepted the check which was offered to him, and inasmuch as the National Association of the General Passenger and Ticket Agents of the Railroads in the United States has lately taken action looking to a change in the form of tickets, so as to secure uniformity on all roads, the Board simply recommends that whenever for good reason it is desirable that a ticket should at any point on the route be exchanged for another passage ticket or check, special provision therefor should be made on the ticket originally issued.

For the Board,

GEORGE G. CROCKER,
Chairman.

Nov. 15, 1887.

[I.]

IN THE MATTER OF THE PETITION OF THE WEST
END STREET RAILWAY COMPANY FOR AN INCREASE
OF CAPITAL.

Hearings August 19, 20, 22 and 24. Stevens, commissioner, did not sit. For petitioners, Hyde, Dickinson and Howe; for remonstrants, Augustus Russ.

The petition is as follows :—

To the Honorable Board of Railroad Commissioners :—

The directors of the West End Street Railway Company respectfully represent :—

1. That in and by the articles of association of said company its capital stock was fixed at \$80,000, which sum has been paid in in cash.

2. That the stockholders of this company, at a special meeting duly called and held for the purpose on the ninth day of August current, did authorize your petitioners to petition your honorable Board for leave to increase the capital stock of the company from \$80,000 to \$1,200,000, for the purposes hereinafter stated, as will more fully appear by the vote passed at such stockholders' meeting, or by a duly attested copy thereof.

3. That for the purpose of paying the indebtedness of the company, incurred in the purchase of sundry parcels of land on Beacon Street in Boston, a portion of which was conveyed to the city of Boston for the widening of Beacon Street, as a consideration for, and in order to obtain the grant of a location for the double tracks of this company in said Beacon Street, the sum of \$200,000 is necessary.

4. That for the purpose of paying for the construction of an additional section of the bridge over the location of the Boston & Albany Railroad Company on Beacon Street, to be given to the city of Boston as a further consideration for the grant to this company of a location for its double tracks in said Beacon Street, the sum of \$25,000 is necessary.

5. That for the purpose of payment of the indebtedness of the company incurred, or agreed to be, for the construction of Beacon Street, Brookline, as relocated and widened, and in the procurement of the conveyance of certain lands to the town of Brookline, lying within the location of said streets as thus relocated and widened (such indebtedness having been contracted in order that Beacon Street should be made of sufficient width to

permit of laying double the tracks of this company), the sum of \$320,000 is necessary.

6. That for the purpose of building and equipping the railway of this company upon the locations already granted to it in Boston and in Brookline (being about eight miles of single track, with the necessary switches and turnouts), the sum of \$240,000 is necessary.

7. That for the purpose of acquiring lands, other than those referred to in section 3 hereof, on which to place stations, car houses, stables, shops, and other necessary buildings, and for the uses of the company, and to provide for the erection of suitable buildings thereon, and for filling and grading such lands, the sum of \$405,000 is necessary.

8. That for the purpose of payment of legal expenses, which have been incurred by the company, the sum of \$10,000 is necessary.

Wherefore your petitioners pray that said West End Street Railway Company may be authorized to increase its capital stock for the aforesaid purposes by the amount of \$1,120,000, so that its entire authorized capital stock shall be \$1,200,000.

At the hearing it appeared, as stated in the first and second clauses of the petition, that the capital stock was fixed by the articles of association at \$80,000; that this sum has been paid in cash to the treasurer, and that the directors of said railway company have been duly authorized by the stockholders to petition this Board for leave to increase the capital stock of the company from \$80,000 to \$1,200,000 for the purposes set forth in the petition.

The prayer of the eighth clause of the petition was withdrawn by the counsel for the petitioners.

In behalf of the remonstrants it was claimed that the statutes, as amended by chapter 366 of the Acts of the present year, do not authorize an increase of capital for the purposes set forth in the petition. The argument, in brief, was, that section 15 of chapter 113 of the Public Statutes, before amendment, authorized the Board to allow "such necessary increase as it may see fit to an amount not exceeding the value of the property of the company," and that under it the Board could allow any increase which it deemed necessary for the proper conduct of the affairs of the corporation; whereas the amended statute of the present year defines the purposes for which an increase of capital may be authorized as follows: "For the purpose of building and equipping a branch or extension of its road upon a location duly granted or extended, as provided by law, or for other necessary and lawful purposes, set forth in the petition." It was claimed that this alteration was an intentional limitation of the power to increase capital stock, that the words "or for other necessary and lawful purposes" cover only extraordinary expenditures, necessitated by some unforeseen occurrence, and that this company, having started with a capital stock of \$80,000, being \$10,000 per

mile of the proposed road, is now estopped from legally claiming an increase of capital for the purpose of building and equipping said eight miles of its road, although its original capital is unquestionably insufficient for the purpose and that it can only be authorized to increase its capital for the purpose of building branches or extensions, or to meet expenditures rendered necessary by some extraordinary emergency. The Board does not take this view of the meaning of the statute as amended.

The primary object of the passage of the act of the present year was to amend the clause limiting "the increase of capital to an amount not exceeding the value of the property," by adding the words, "including the cash to be paid in on such increase." Under the original statute a doubt had arisen whether a corporation could be authorized to increase its capital until it had in some way acquired the property which the new capital was to pay for, and to avoid this question railway companies have in several instances borrowed money to pay for property, and have then asked for an increase of capital to be used to pay off the debt incurred for the purchase. The amendment, which was adopted, makes it clear that an increase of capital can now be authorized to provide for contemplated purchases and expenditures. Inasmuch as the purpose of a request for authority to increase capital stock is frequently the building and equipping of a branch, or extension of a road, that purpose was specially set forth in the statute, but, in the opinion of the Board, the expression of that purpose does not, as claimed by the counsel for the remonstrants, limit the words "or for other necessary and lawful purposes set forth in the petition." In this respect the scope of the amended statute is as broad as before amendment. The Board, therefore, adjudges that it has authority to allow any increase of capital which it deems necessary for the proper construction and equipment of the railway, although no extension of the original location is now contemplated.

It appeared that the company's total locations already granted in Boston and Brookline, including proposed double track, switches and turnouts, are equivalent to about eleven miles of single track; that the company proposes to build at once about eight miles of single track, and that this track is to be constructed in a much more substantial manner than other railway tracks in this vicinity; that the rails are to be the English rail, weighing ninety-six pounds to the yard, that the actual contracts which have already been entered into by the company show that the construction as proposed will cost not less than \$20,000 per mile, and that such sum is a reasonable and proper expenditure therefor. Also, that a reasonable allowance for the equipment of said eight miles of track is \$10,000 per mile, mak-

ing in all \$30,000 per mile, or \$240,000 for the eight miles proposed to be built, as set forth in the sixth clause of the petition.

It further appeared that \$75,000 is a reasonable and proper allowance for the erection of stations, car houses, stables, shops and other necessary buildings for the uses of the company.

It further appeared that \$25,000 is a reasonable and proper expenditure for a tract of land containing about two acres, near the Chestnut Hill Reservoir, to be used for car houses and stables, when the railway is extended to that point.

Beyond the sum of \$75,000 for buildings and \$25,000 for land at the reservoir, making \$100,000 in all, the petitioners in the seventh clause ask for an increase of capital to the amount of \$295,000 for the purchase of a triangular lot on the north side of Beacon Street, at the forks of the road, between Beacon Street, as widened, and Brighton Avenue, containing 127,669 square feet.

Evidence was submitted that the price at which the company can purchase this lot from the West End Land Company, being its cost last year, with 6 per cent. interest added, is considerably below its present market value. While it was admitted that so large an expenditure for land would be unnecessary and unwarranted in connection simply with the eight miles of road contemplated to be built by the West End Street Railway Company, being \$35,000 per mile, it was urged that such expenditure is justifiable in view of the contemplated consolidations. This lot seems, however, to the Board not only unnecessarily large for stable and car house purposes, but moreover, there is an obvious objection to the construction of stables and car houses on the easterly portion of it. Under the statute of the present year, above cited, no increase of capital stock can be allowed, unless it appears to the Board that the proposed purpose is both lawful and consistent with the public interest. There is reason to fear that the erection of stables and car houses, with all their natural concomitants, on the front or easterly portion of this lot, situated as it is on elevated ground, in a most conspicuous position at the junction of Beacon Street, Commonwealth Avenue, and Brighton Avenue, will render the neighborhood less desirable for residences, will retard the growth of population and injure the value of property in the vicinity, and will seriously mar the attractiveness of the approach both to the grand boulevard now being constructed through Brookline to Chestnut Hill Reservoir, and to the other boulevard, which is to be 150 feet wide, leading to Chestnut Hill Reservoir by way of Brighton and Massachusetts Avenues. The rear portion, however, of this triangular lot, having a frontage both on Beacon Street and Brighton Avenue, containing 95,000 square feet and known as the Braman lot, seems to the Board ample for the requirements of the

road, and is the cheapest and the least conspicuous part of the lot. It was purchased by the West End Land Company on the 1st of November of last year for \$160,385.50, being \$1.50 per square foot, and as it can now be purchased at cost with 6 per cent. interest added, the Board deems that it is justifiable and consistent with the public interest to authorize an expenditure therefor of \$168,000.

For the purpose of paying the expense of filling the above described lot near the Chestnut Hill Reservoir the sum of \$8,500 is allowed.

The third and fourth clauses of the petition may be considered together.

It appeared that the West End Land Company is an unincorporated association, its property being held by three trustees, namely, Messrs. Henry M. Whitney, Grenville T. W. Braman and Henry D. Hyde; that this property comprises all of the common stock of the West End Street Railway Company, many tracts of land in Brookline, along the line of Beacon Street, and one or two parcels of land in Boston; that Mr. Henry M. Whitney was the originator of the plan to widen Beacon Street, and construct a street railway therein; that when the petition of the "Association for the Formation of the West End Street Railway Company" for a location on Beacon Street and other streets in the city of Boston was pending before the Board of Aldermen, he agreed that if the board would grant the location, as asked for, he would convey or cause to be conveyed, to the city of Boston, the land necessary for the widening of said street as then proposed, between the forks of the road and the line between Boston and Brookline, and would further construct an additional section of the bridge over the Boston & Albany Railroad on Beacon Street, to be given to the city of Boston; that said location was granted; that the details of the agreement were subsequently modified, owing to a change made in the width of the street; that the land necessary for the widening has been conveyed by him or by his procurement, to the city of Boston; that contracts for the construction of such section of bridge have been entered into; that such land, together with a lot which Mr. Whitney was obliged to purchase in order to secure the land necessary for widening, including interest at the rate of 6 per cent. from the date of purchase, has cost, in round figures, \$200,000, and the contracts for constructing the section of said bridge amount to \$25,000; total, \$225,000, as set forth in the third and fourth clauses of the petition, and that the West End Street Railway Company at a meeting held on August 9, 1887, adopted such purchases as made for its benefit, and authorized its treasurer to pay for the same upon receiving a deed of the land not needed for the widening, and said company also voted to assume said contracts for constructing the section of said bridge.

In order to secure the widening of Beacon Street and a location for the railway, Mr. Whitney agreed to do, or cause to be done, certain things necessitating an expenditure in round figures of \$225,000. He did not declare his agency, but it is a reasonable inference that he was in fact acting in behalf either of the West End Land Company or the West End Street Railway Company, or of both. The land company owns the railway company, subject to the rights of the preferred stock, which so far as concerns the question now being considered is practically an 8 per cent. mortgage. The ownership of the two companies being the same, the owners will have just as much actual property whether this \$225,000 is paid by the land company, or by the railway company, but if this debt is thrown on the railway company, and authority is obtained to increase the capital stock of the company therefor, then the owners of these two properties will have stock of the railway of the par value of \$225,000, which they will not have if the debt is paid directly by the land company. It is natural, therefore, that they should desire to have this debt assumed by the railway company. The West End Land Company is the parent company. It was not formed for the purpose of contributing to the value of the West End Street Railway, but the organization of the West End Street Railway Company was subsidiary to that of the West End Land Company.

The price at which the shares of the West End Land Company are now selling shows that the public considers that the widening of Beacon Street, the grant of the location of the street railway therein, and the consolidations authorized by the Legislature of last year, have increased the value of its property fourfold. It is extravagant to claim that the whole of the benefit arising out of the widening of Beacon Street has accrued to the street railway company, and that the land company has received no benefit therefrom. It is evident that only a portion of that benefit has accrued to and is equitably chargeable to the West End Street Railway.

It is urged that these expenditures should be assumed by the street railway company because the location would not have been granted to it had not Mr. Whitney entered into the above agreement. This is probably true, and yet it does not follow that the expenditure resulting from the agreement ought to be borne wholly by the railway company. If this land company were owned by one set of people, and the railway company by another, it needs no argument to show that the railway company would be unwilling to assume such a debt for the sake of securing such a location, and suffer the land company to reap the benefit of the improvement without sharing the cost.

Of a similar nature to the claim for an increase of capital, contained in the third and fourth clauses of the petition, is that set

forth in the fifth clause. It appears that Mr. Whitney, in order to secure the widening of Beacon Street, through Brookline, from 50 feet to 160 feet, and a location for the railway in said street and other streets in said town, agreed to convey or cause to be conveyed to the town, about half of the land necessary for the widening, on condition that the remainder of the various lots thus contributing should be free from betterment assessments, and he further agreed to pay \$150,000 toward the expense of constructing the new widened roadway. The railway company asks that an increase of capital to the amount of \$320,000, or \$40,000 per mile of contemplated single track may be authorized, in order to enable it to pay the land company what the land taken for the widening cost, with 6 per cent. interest thereon, and also the above sum of \$150,000, so that, in this case also, it is proposed that the railway company shall assume the cost of the benefits accruing to both enterprises. Nay, more, the land company is both to receive pay for the land taken and also to be relieved from all betterment assessments. Some of the owners along the line of Beacon Street, men of acknowledged experience and wisdom in real estate matters, did what the land company did. They contributed so much of their land as was necessary for the widening, on condition that the remainder of their estates should be exempt from betterment assessments. It is, further, an instructive fact in this connection, that many of the owners of land on Brighton Avenue in Boston, from the forks of the road, a distance of about one and a half miles, to Massachusetts Avenue, have agreed to contribute a strip of land ninety feet wide for widening Brighton Avenue. The proportion which the amount of betterment assessments on each lot will bear to the value of the land taken for the widening of course varies according to the shape and area of the lot, and evidence was submitted to show that the West End Land Company's lots between St. Mary's Street and Washington Street were mostly shallow lots, so that the release from betterments was not relatively so valuable to the West End Land Company as to the other owners who contributed their land. It is reasonable, however, to conclude that the value to the West End Land Company of the release from betterment assessments, while it may not equal the value of the land contributed, would still make up a very considerable portion thereof, and the impropriety of authorizing an increase of capital to enable the railway company to refund to the land company the whole of the cost of such land is obvious.

In relation to the claim that the railway company should pay the \$150,000 which Mr. Whitney agreed to contribute for the construction of the roadway, it must be remembered that the portion of the roadway occupied by the railway tracks is only twenty feet, while

the street is widened from fifty feet to one hundred and sixty feet, or five and a half times the width required for the car tracks. While these figures are by no means conclusive as to the proportion of expense which should fall on the West End Land Company and the West End Street Railway Company respectively, they nevertheless make it clear that the widening was not undertaken solely in the interest of the West End Street Railway.

On the other hand, the whole of the expenditures incurred in consequence of Mr. Whitney's agreements with the city of Boston and the town of Brookline should not fall upon the land interests alone of the West End Land Company. This improvement having its origin in private enterprise, and carried forward to assured success, with remarkable courage and ability, is a great public improvement, and the Board believes that it is both equitable and consistent with the rights of the public that a portion of these expenditures should be assumed by the railway company, and capital stock issued therefor.

The circumstances are, however, exceptional, and the Board is unable to find in the statutes any sanction for an allowance of an increase of capital of a street railway for the purposes set forth in the third, fourth and fifth clauses of the petition.

As above stated, the statutes authorize a street railway company to purchase and hold such real and personal estate as may be necessary or convenient for the operation of its road. To hold that these words cover the purchase of real estate to be contributed to the widening of a street, especially when the tracks are not located on the land so purchased, would be giving them a scope evidently not within the intent of the Legislature, and, in the opinion of this Board, unwarranted. There is no other authority given in the statutes for the purchase of real estate by a street railway company, and the specific grant of authority to purchase for one object implies a lack of authority to purchase for other objects.

By section 7 of said chapter it is provided that the board of aldermen of a city, or the selectmen of a town, may grant locations "under such restrictions as they deem the interests of the public may require."

The power to impose restrictions necessarily implies power on the part of the railway company to incur such expenditures as may be necessary or proper in order to comply with the restrictions, and the question arises whether the restrictions which were imposed in the case of this railway cover any portion of the expenditures under consideration. Neither in the grant of the location in the city of Boston, nor in that in the town of Brookline, was there any restriction or provision requiring the railway company to contribute, or

cause to be contributed, any land for the widening of the street, or any sum of money to pay for the construction of the roadway, nor in either case was the grant of location declared to be dependent upon the widening of the street. Moreover, if such requirement or proviso had been expressed, it could not properly have been considered a restriction within the meaning of the statute.

It may be claimed that these agreements entered into by Mr. Whitney were the considerations for the respective grants of location. Although the location was granted in Boston on December 27, 1886, and the vote for widening Beacon Street was not passed until March 28, 1887, although the location was granted in Brookline on December 28, 1886, and the vote to widen Beacon Street was not passed until March 29, 1887; although one member of the Board of Selectmen of Brookline testified that he did not think the town would have been justified in revoking the location if the proposition to widen Beacon Street had failed; although at the time when the location was granted in Brookline it is doubtful whether Mr. Whitney had entered into any agreement legally binding upon him, — nevertheless, the Board is of the opinion that the grants of location would not, in fact, have been made had not the Board of Aldermen of Boston and the Selectmen of Brookline had confidence that the propositions made by Mr. Whitney, whether legally binding or not, would be carried out in good faith. But if these agreements are regarded as the considerations for the grants of location, the Board is equally at a loss to find in the statutes any authority for such expenditures. In some States railway locations are sold in accordance with special provisions of law therefor. In this State, not only is there no direct statutory provision authorizing a sale of a location, but the authority given to boards of aldermen and to selectmen to grant locations subject to certain "restrictions," indicates no intent on the part of the Legislature to authorize sales. If the Legislature had intended to give such authority, it would not have used simply the word "restrictions." Moreover, the Board believes that no sale of a location has ever been made in this State. Certainly no sale has been made with the knowledge and approval of the Board.

The only other theory which has been advanced is that these expenditures were necessary incidentals to the grant of location. It is a well settled principle that corporations, besides those powers which are specifically granted to them, have also such implied or incidental powers as are reasonably necessary for the purpose of carrying into effect the powers expressly granted.

In section 2 of chapter 113 of the Public Statutes, a street railway company is described as a corporation "for the purpose of construct-

ing and operating a street railway for the conveyance of passengers." The argument is that the expenditures under consideration were prerequisite to the construction and operation of the road, so that the power to incur them is implied. Some expense for advertising, legal services, etc., is necessary in securing any location, and the amount which should be allowed therefor differs according to the peculiar circumstances of each case. The expenditure in the case under consideration is not only unusual in its nature, but extraordinary in its amount. Each of these characteristics is inconsistent with the theory of implied power. The capitalization desired for this incidental purpose is \$545,000. Even if the purpose for which these expenditures were incurred was common to such corporations, still the Board would not be justified in allowing for incidentals such an amount, nor any considerable portion thereof.

The Board therefore adjudges that it cannot, without further legislative authority, approve of an increase of capital for either of the purposes set forth in the third, fourth and fifth clauses of the petition.

To recapitulate : The Board deems that the following expenditures are reasonable and within the powers of the corporation : —

For construction and equipment of eight miles of single track,	\$240,000 00
For erection of stations, car houses, stables, etc.,	75,000 00
For car house and stable lot near Chestnut Hill Reservoir,	25,000 00
For car house and stable lot on Beacon Street,	168,000 00
For expense of filling the two preceding lots,	8,500 00

Total,	\$516,500 00
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Out of the original capital of \$80,000, there has already been expended, for purposes adjudged as above, to be <i>ultra vires</i> ,	\$2,061 00
Balance of cash on hand,	50,358 36

Total,	\$52,419 36
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Which sum being deducted from the total expenditures, au- thorized as above, leaves as the amount of additional cap- ital needed,	\$464,081 00
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The Board therefore authorizes an increase of capital for the above purposes to the amount of \$464,000, making the total capital of the company \$544,000.

For the Board,

GEORGE G. CROCKER,
Chairman.

SEPT. 7, 1887.

[J.]

CIRCULAR AND LETTERS

RELATING TO THE HEATING AND LIGHTING OF CARS.

COMMONWEALTH OF MASSACHUSETTS.

BOARD OF RAILROAD COMMISSIONERS,

20 BEACON STREET, BOSTON, June 25, 1887.

To the ——— Railroad Company.

Please send this Board, at your earliest convenience, a statement as to your outfit on all the lines operated by your company, for heating your passenger, mail and baggage cars. If provided with different kinds of heaters or stoves, state the number of each kind. Please also state any special methods of protection against fire, outside of the heaters, used by you during the past winter. Please also state what changes you have contemplated for the coming winter, and what experiments in heating you propose to make.

The above information is desired in order to enable the Board to take action under chapter 362 of the acts of the present year. Hearings upon the matters covered by the act will be given at some future date. The Board at the present time desires to collect information as to the outfit of the various railroads in the Commonwealth, and will be glad to have the information as full as possible.

Per order,

WILLIAM A. CRAFTS, *Clerk.*

Another circular on this subject, which circular is inserted in the report, page 61, was issued November 28, and the following answers to it have been received : —

BOSTON & ALBANY RAILROAD COMPANY,

OFFICE OF THE PRESIDENT,

BOSTON, Dec. 15, 1887.

DEAR SIR : — The circular of the Board dated Nov. 28, 1887, was duly received.

In reply to the first question : The passenger, baggage and mail cars of this company are equipped with heating apparatus as follows :

Baker heaters, 98 ; Johnson heaters, 44 ; Searle heaters, 14 ; Martin steam heat, 101. It is proper to say in this connection that nine baggage cars have coal stoves, but that no passenger, mail or baggage car belonging to this company running in this State has been heated by stoves since the passage of the law prohibiting their use.

Second. We find no difficulty in heating passenger cars with steam taken from the locomotive. The only device in use on this road is the Martin. The coupling, however, is far from perfect ; the slip joints wear loose and leak ; the ball joints are defective in construction and the asbestos disks are liable to tear apart in uncoupling, but with time and experience no doubt all these defects will be remedied.

The cost is less, but how much it is impossible to say. There is so much surplus energy developed in a locomotive engine that it is difficult to measure the additional coal used for heating purposes.

Third. My own opinion is, if it is desirable to have a uniform system of coupling, that the best way to bring it about is to ask the trunk line executive committee to appoint a committee of mechanical experts to consider the whole question, and recommend a coupling which on the whole seems to them the best.

Fourth. It is our intention to equip the rest of our cars, passenger and baggage, with the Martin system as fast as possible. Probably during the winter our whole equipment will be changed.

Fifth. The greater part of our cars are lighted with the Page and Williams lamps, which burn mineral sperm oil three hundred degrees fire test. We have, however, two trains running between Boston and New York lighted by electricity. Without taking into consideration the cost of maintaining storage batteries, electricity costs about ten times as much per burner as oil. How much additional is to be charged to the batteries we are not able at present to tell, for their life is not yet determined, but we have information sufficient to warrant us in saying that in the present state of the art this method of lighting cannot come into general use.

Sixth. I am not aware that any accident has happened on this road during the past five years occasioned by our methods of lighting.

Yours truly,

WILLIAM BLISS, *President.*

Hon. GEORGE G. CROCKER, *Chairman Board of Railroad Commissioners.*

BOSTON & MAINE RAILROAD,
GENERAL MANAGER'S OFFICE,
BOSTON, Dec. 21, 1887.

To the Honorable Board of Railroad Commissioners.

GENTLEMEN : — Referring to your inquiry in relation to the equipment of cars for heating purposes, I will say that I am equipping our passenger cars with Baker and Johnson heaters as fast as it is possible for our men to apply them. We have now, in all, 260 cars equipped with these heaters. We have one with a Spear heater and two with Salmon heaters. We have 104 cars more, which we are proceeding to equip as rapidly as possible. I have not yet made application for any steam-heating apparatus which receives its heat from steam from the locomotive, although I have arranged with Mr. Sewall of the Sewall Car Heater Co. to test his system upon our through trains, which extend through to Bangor, over the Maine Central Railroad. Our Lowell system has now running 72 Baker heaters, 18 Johnson, 32 Spear, 3 Creamer and 14 Chilson stoves. On this system we are applying Baker Perfected heaters as fast as possible, and have arranged with Charles Sherburne of Boston to equip one train on the Central Massachusetts Railroad with the Sewall steam heating system. I have not progressed as rapidly as I expected to in the application of Baker and Johnson heaters, but am putting them in as fast as we can secure heaters. I am putting in more of the Baker than the Johnson, for the reason that there is a difference in the price of about \$60.

Yours truly,

JAMES T. FURBER, *General Manager.*

BOSTON & PROVIDENCE RAILROAD CORPORATION,
PRESIDENT'S OFFICE, BOSTON, Dec. 2, 1887.

GEORGE G. CROCKER, Esq., *Chairman Honorable Board of Railroad Commissioners.*

SIR : — In reply to your circular of Nov. 28, 1887, I would say : —

First. The present "outfit" of this road as relates to cars fitted for taking steam from the locomotive is as follows : —

Eighteen Sewall, 20 Gold and 17 Boston & Providence — 55 in all.

Second. As we operate three different systems in combination, we can give no statement in regard to the relative efficiency of one or the other, nor have we had sufficient experience to compare steam heating with the old system of individual heaters or stoves.

Third. We use the Sewall coupler.

On Wednesday last, November 30, a committee of railroad clubs from the Eastern, Middle and Western States met at Buffalo to consider the subject of steam couplers. Mr. George Richards, the master mechanic of this road, was present, and reports that after a session of four hours the committee adjourned, to meet in New York at some future time. No decision was arrived at, but the sentiment of the meeting was in favor of using rubber hose rather than metallic pipe between the cars. It would therefore seem that the best method of securing uniformity of steam coupler still remains an open question.

Fourth. We shall continue to equip cars with steam heating apparatus as rapidly as possible.

Fifth. We have never made any experiments with electricity for lighting cars. We light by mineral sperm oil. Some of the Wagner cars on the Shore Line and all on the Stonington Boat Line burn Pintsch gas.

Sixth. No accident has ever occurred on this road from the methods of lighting in use.

I beg to hand you herewith copy of a letter addressed to the superintendent by Mr. Stone of the Providence, Warren & Bristol Railroad. This road is but 14½ miles long, and all the cars are stored in Bristol, where *they are under cover*.

Yours respectfully,

HENRY A. WHITNEY, *President*.

[COPY.]

PROVIDENCE, WARREN & BRISTOL RAILROAD COMPANY.

PROVIDENCE R. I., Dec. 1, 1887.

A. A. FOLSOM, Esq., *Superintendent Boston & Providence Railroad*.

DEAR SIR:—Yours of 15th ult., asking me to give my views and experience with the Gold heater, came duly to hand. In reply I will say that to-day is the first day since we put the heaters in when it has been cold enough to give them a fair trial. This morning the thermometer registered six degrees above zero and we had no difficulty in keeping the cars warm. In fact the conductor said the only comfortable place he could find this morning was inside the cars.

As you know, trains from Bristol take on at Warren two Old Colony cars which are not fitted with the heaters, so that on leaving Warren we have no connection with the locomotive to the heaters; notwithstanding this the cars were perfectly comfortable all the way up. The 7.30 A.M. train from Providence found the cars so comfortable that steam was shut off before leaving and not turned on again during the trip to Bristol.

The storage feature of the Gold system, you will remember, was the feature which determined us to adopt this method of heating, as without this we could not keep the cars warm while the locomotive connection was severed. We keep the cars warm during the night by means of an underground connection from the engine house to the car house, — steam being taken from the locomotives.

Undoubtedly, any of the systems will keep the cars warm while connected with the locomotive, but when this connection is broken, as while train is taking on passengers at terminals or by putting a car between locomotive and train which is not equipped, as is often done, I think trouble will be found with all except the Gold.

Without expressing any opinion as to the proper coupling to be adopted I will only say that, whatever coupling is to be the standard, it seems to me that as the coupling is the lowest place in the pipes, they should be properly trapped and for this Mr. Gold holds letters-patent.

Yours respectfully,

(Signed)

WATERMAN STONE,
Superintendent.

BOSTON, REVERE BEACH & LYNN RAILROAD,
350 ATLANTIC AVENUE,
BOSTON, Dec. 3, 1887.

To the Board of Railroad Commissioners of Massachusetts.

GENTLEMEN: — In response to your circular of 28th ult., the undersigned is authorized to make reply giving the information requested in said circular under the specific heads therein mentioned, as follows: —

First. Our present outfit for heating cars, and changes made since previous return.

We have made the radical change of removing all stoves and fire-heaters from our cars and substituting therefor a system of heating by steam from the locomotive, — said system being of our own design and workmanship. To this end we have equipped all our locomotive engines, — ten in number, — also twenty-three of our passenger cars, being all that we are ever called upon to use during winter time, with the requisite apparatus for permitting steam of low pressure to circulate through the radiator pipes of the cars.

A brief description of our system is as follows: A main steam supply pipe is carried from locomotive to rear of train, with suitable couplings and hose connections between cars. The main steam-pipe leaves the boiler near the top of the dome and, passing down outside and in front of cab, thence extends to couplings at rear of tender. A common globe valve (Jenkins pattern), with large hand wheel in

the cab, allows steam to be admitted into the pipe at any pressure, from one pound upward. We find no difficulty in adjusting this valve to any pressure desired; but to make sure that under no circumstances can steam above a certain pressure, say ten or fifteen pounds, enter the train pipes, we place a small "pop" safety valve on the main pipe below the regulating valve, set at the limit fixed upon, with a pressure gauge set just over the engineer's front window in the cab. The main pipe is continued under each car its entire length, on the side opposite to that of the air-brake pipes and hose.

The lowest point of the main pipe is at the centre of the car where branches ascend to the radiators (one on each side), which are simply elongated loops of two-inch pipes extending under the seats along the "truss plank" to each end of the car, and thence returning on a proper grade to the middle of the car, whence the drip pipes convey the water of condensation to a frost proof steam-trap below the car floor. A stop-cock is placed in the main supply pipe at each end of every car, also steam admission valves are placed under the middle seats on each side, whereby the steam can be shut off from either radiator, or from the entire car, at pleasure and independently of any other car of the train. Thermometers are placed in each car. We allow about 125 square feet of heating surface to each car.

In addition to the above-described train attachments we have arranged at each terminal station a system of steam supply pipes, with branches for each track on which cars stand at night or are laid off as spare during the day, said pipes being connected in the one case with the locomotives that are put up under steam in the round-house near by, and in the other case with the boiler of a hoisting engine at our coal wharf; the object of this arrangement being to supply steam to trains or spare cars when disconnected from the engine, this service being at night time attended to by the watchmen. It is only needed, however, during extreme cold weather, and chiefly in order that the cars may be well warmed at the very moment they are needed for use and to prevent the possibility of annoyance and delay in getting trains properly steam-coupled and in good working condition for the early morning trips. All steam-pipes exposed to the atmosphere, both on the cars and locomotives and at the terminal stations, are carefully covered with approved non-conducting material,—first, sheet-asbestos; then alternate layers of hair-felt and asbestos; the whole covered with paper and canvas, painted.

The work of equipping our trains with steam-heating appliances was begun about the middle of September last, and finished in work-

ing order the 18th of October. Owing to the short time available, considerable outside labor had to be hired at prices much higher than our own rates of wages. The total cost, however, of our steam-heating system, including all labor and materials, patterns, couplings, cutting and fitting, removing stoves and heaters, etc., has averaged \$70 per locomotive and \$170 per car.

Second. As to the practical working of the steam heating system as adopted by us, and its relative economy and efficiency as compared with our old system of individual heaters or stoves.

Our method of practice has been to place the master-mechanic in full charge of the system in its operation and maintenance, to whom the men report when repairs are needed, and from whom they receive specific instructions from time to time. The engineer of the train sees that a proper supply of steam is furnished and is responsible for the proper adjustment and handling of all cocks and valves, exclusive of those inside the cars, which are under the control of the conductor. As a rule the engineer is able to control the proper amount of heat for his train simply by setting his regulating valve to the necessary pressure. We dispense with the expensive and frequently unreliable "reducing-pressure" valve, since by using a common globe-valve with a large hand-wheel, for fine adjustment, in connection with a sensitive pressure gauge, we can easily obtain any given pressure from half a pound upward, by pound or half-pound increments, or at once. In the severest weather thus far experienced this season (6° above zero), we have had occasion to use only eight to ten pounds pressure for a train of four cars, and usually from one to five pounds is abundant. Unless there is much wind we find that a car is comfortable when the thermometer shows 60°, warm at 65° and hot at 70°. If the wind is blowing hard about 3° higher temperature seems necessary to produce equal comfort.

In point of uniform distribution of heat throughout the car, steam-heat is far superior to stove-heat, and there also seems to be a freer radiation of heat from the steam-pipes as compared with those of hot-water heaters, so that passengers need never be troubled with cold feet. As to the economy of steam in comparison with stoves or heaters, we think that but little if any saving is effected over the old systems. The cost to us of train fuel in previous seasons has been, annually, about ten per cent. of our recent outlay for steam-heating plant, and this amount could probably be saved if the expense of steam-heating were confined simply to supplying steam from the locomotive to heat trains, since we fail, as yet, to see any appreciable increase in locomotive fuel used on this account. But we find it advisable at present to employ a man to act as inspector, who is expected to remedy small defects as they may arise, replace

hose, make slight repairs, attend to the auxiliary heating at terminal stations when the weather requires it and to see that the apparatus is kept up to a good standard of efficiency. There should be added to this the cost of extra fuel for auxiliary heating. Taking these items into account, it is not likely that we can fairly reckon more than two per cent. on the cost of the plant as saved in expense of train heating by substituting steam for stoves.

The plan of heating trains by steam is one that presents peculiar difficulties which are only to be overcome by patient attention, careful and intelligent supervision and the substantial acquisition of this new art on the part of the train hands and other employees concerned in its application. These difficulties are not great un'til the thermometer begins to fall considerably below the freezing point. Even then there is little trouble while the train is running and steam is circulating freely through the cars. When the locomotive is detached, however, for any length of time the couplings must be separated so that hose may drain and prevent freezing, and if traps are used they must be frost proof. There is also danger that in extreme cold weather the steam may be carried at too low pressure, causing sluggish circulation and failing to force along the water, which is thus liable to accumulate and freeze at the lowest or most exposed points; or this result may occur from the cocks or valves being left almost closed instead of wide open. During the recent brief period of severe weather we had very little trouble with our system; but one car was for a short time disabled and this was due to the night watchman, who had not at the time become familiar with his new duties, failing to see that the water was occasionally blown off during the night from his supply pipes, — its presence checking the flow and pressure of steam and finally allowing ice to form in the hose connections and drip-pipe at entrance to trap. None of the traps themselves were frozen up, and there was no trouble with the hose couplings.

The difficulties thus far met with and overcome give assurance of the complete success of the system adopted, and we have no desire to return to the former method of heating. Steam easily bears the palm as regards safety, comfort and convenience, and seems equally well adapted to suburban or long distance service; furthermore, owing to the ease with which the heat can be controlled, it would seem to be particularly advantageous in those extensive sections of the country where an extremely cold temperature rarely prevails. It gives increased seating capacity, a uniform distribution of heat, — which can be quickly increased or diminished at pleasure, — and entire freedom from coal dust and ashes.

Third. As to the form of steam-pipe coupler used by us and its

working in actual daily practice, together with suggestions in regard to the best method of securing uniformity of steam-coupler, or such arrangement or device as will render it possible for cars of different roads to be brought into the same train, irrespective of which end of a car is presented to the next one, so that all may be heated by steam from the locomotive. We early recognized the fact that a good, efficient and thoroughly reliable steam-coupling for connecting the pipes between contiguous cars and between locomotive and train, that should not require constant watching and tinkering to keep tight and that would couple and uncouple readily by hand when cars were standing, and would part automatically when locomotive or cars were detached from train, was the *sine qua non* of steam-heating. In our case these conditions were very important, owing to the constant manipulation of the couplings made necessary by our short runs, each locomotive being obliged to turn and shift a dozen or more times a day, besides frequently taking on and laying off extra cars. Inasmuch as none of the devices offered to us seemed adapted to our requirements, we were compelled to invent one that should the better suit our needs, and fortunately succeeded in producing a coupling that although extremely simple has thus far fulfilled the conditions we have mentioned, and still continues to do its work to our entire satisfaction. It consists simply of a hollow conical plug, with slight taper, fitting into a corresponding socket, the end of the plug pressed against a rubber gasket at base of socket by steel springs on the socket portion, making a perfect steam-tight joint which is further secured by a ring gasket recessed midway in the ball of the socket. The springs are adjusted to allow easy coupling by hand, riding over the shoulder of the male end, but resist tendency of the couplings to blow apart even under fifty or sixty pounds of steam, yet at the same time permit a moderate strain on the hose, not over twenty-five pounds, to pull the couplings apart automatically when train parts or locomotive is detached.

The male and female coupling, however, is not the form most likely to meet with favor as a standard coupling for universal use, for when terminal Y's are used by which the entire train is turned, end for end, and cars are afterward taken on or left at junction points, or where different roads exchange cars, it would be necessary to carry a male and female coupling on each end of every car as well as on locomotive tenders to avoid miscoupling; hence the standard coupler for general use should couple perfectly with itself on the principle of a car coupler, or as the right hand of one person perfectly fits and grasps the right hand of another person. Such a coupler we have recently perfected and are about to put in use. It is in two forms: one combining the male and female parts in itself

with a bifurcated steam-passage, and the other on the butt-joint principle either with single or double steam-ways. In both we retain the spring principle of causing endwise or longitudinal pressure against the face of gaskets, and to allow of automatic uncoupling, with provision also for easily parting the couplings by hand when cars are standing still.

We are also turning our attention to obtaining a substitute for rubber hose, which while it has many excellent and valuable qualities does not possess sufficient durability. Of the different forms tried, a plain four-ply steam-lined hose seems to give best satisfaction. The metal connections thus far introduced require so many parts and joints to yield to all the complex motions of contiguous cars, that it is very difficult to keep them tight, and, when the water of condensation freezes the metal surfaces together, trouble is sure to result when cars separate. The steam-way in these connections is also much obstructed.

As to the method of ascertaining what form of coupling might best be recommended as the standard appliance, it would seem that a series of exhaustive tests with a number of different couplings on a trial train, conducted in the coldest weather and under all possible conditions of actual service, would go far toward settling the question. A preliminary classification followed by subjecting the different devices to simpler forms of tests—such as a continued exposure to a very cold atmosphere under a high steam pressure to test tightness, the steam being then cut off, say for twelve or fifteen hours to test for freezing up—might result in reducing the really meritorious devices to a small number to be submitted to the final test upon a train in motion. The train test should include two days, in order that after standing cold all night the behavior of the different couplings in warming up the train the next day might be noted.

By way of contributing our mite toward such a determination, we ask leave to state what we have been led to consider the essential points of a good steam-coupler, as follows:—

First. It should be steam tight. This is, of course, of paramount importance. If the coupling is not steam tight, and if it does not remain so after severe and constant use, it is a complete failure from the start. To secure tightness we think it is necessary that some form of gasket or elastic packing be employed—not easily displaced or lost—and that the shrinkage of said gasket be compensated for and taken up by the automatic action of the parts pressing against the gasket; also, that the interlocked parts have sufficient bearing surface to secure not only a good working fit, but also steadiness or rigidity of the parts when coupled, preventing motion, vibration and wearing of the metal surfaces in

contact; and, furthermore, the parts should be firmly held together under all conditions and exigencies of service, allowing neither a slight separation causing leakage, nor the blowing apart of the couplings altogether.

Second. It must be simple, of the fewest possible parts, free from complication, its use and manipulation easily understood and applied by the average train man, and so perfectly obvious in its design and operation as to require no special teaching on the part of the men who are to handle it. This is particularly desirable in case of the interchange of cars running over several roads and passing into the control of successive gangs of train men. There must also be such simplicity of design as shall reduce the cost of maintenance and repairs to a minimum; small parts, essential, but liable to be detached, tampered with, broken or lost, — screw-threads, nuts, bolts, retaining rings, ground joints, packing glands, spiral springs, levers, chains, etc., — must be avoided.

Third. It must be strong and durable, able to stand rough usage without breaking or disturbing the adjustment of parts or causing leaks; and there should be no weak or delicately made parts which either invite abuse, fail when most needed, or give constant trouble to keep in efficiency.

Fourth. It should couple and uncouple by hand with the greatest ease and without the necessity of separating the cars in order to do so; and it must be done without any rotating or twisting motion. Furthermore, the hose should uncouple automatically without the intervention of the hand or any appendage that might be easily lost or unfastened, such as a slack chain, cam-lever, etc., the uncoupling being done simply by a comparatively slight strain on the hose, as the cars pull apart, with no possibility of breaking the hose or injuring the couplings themselves.

Fifth. It should consist of only two coupling members; that is, one on each piece of hose or pipe, without the intervention of a third member such as is used in the so-called "double" couplings. In such couplings the third or middle member, into which the other two fit, is liable to be detached and lost, thus rendering the other two parts useless.

Sixth. There should be a sufficient protection against the exposed parts of the coupling at the tail-end of the train becoming coated with ice and sleet, or filled up with sand, gravel, etc., which, either by freezing on to the exposed parts or by filling up the sockets, grooves or recesses, etc., make it difficult or impossible to couple on the steam hose of another car or to make the joint steam-tight, besides injuring the gaskets and bearing surfaces.

Seventh. It should be universal; that is, the same form of coup-

ling should be applicable to each end of the car, being so constructed that its parts will perfectly interchange with and fit into, or interlock with, the opposite parts of the same kind of coupling, reversed, the same as the Miller or Janney types of car couplers.

This will avoid the necessity of carrying two different kinds of couplings on each end of cars and locomotives, so that they will couple when turned round or end for end, and so placed in a different position relative to the other cars in the train.

Fourth. As to further improvements in our heating outfit we do not consider that any will be needed, save in matters of detail such as experience may render advisable. We are carefully watching the operation of our system and are seeking to make it a practical success in every respect. Our studies will be in the direction of simplicity and durability, together with greater ease and economy in maintenance.

Fifth. As to our system of lighting cars, kinds of lamps and oil used, and in regard to electric lighting. We use, as required by law, an oil having a so-called fire-test of not less than 300° Fahrenheit. It is a product of petroleum, made from a refuse grade of stock far inferior in burning qualities to that of the ordinary "safety" oil of 150° or 160° fire test. It gives a much poorer light and is, in the opinion of competent experts, not a whit safer than 160° oil. In the latter, the flame while whiter and more luminous is not so tenacious, and, if a lamp is thrown down or broken, is more likely to go out than in the case of the former; while, if the flame comes in contact with the oil, the one kind will burn as readily as the other, — the poorer grade (300° oil) burning with a fiercer heat. The flame of the 300° oil is of a dull yellow, and the lamps and wicks require more care in order to get good results. We have been informed that in the original draft of the statute (chap. 112, sect. 172) the igniting test was made 150° instead of 300°, but changed at the instance of a manufacturer, who, at the time, had exclusive control of the process of making that grade of oil, to which the poor quality of light frequently complained of by passengers may be in large measure traceable.

The kind of lamps used by us is chiefly the ordinary two-light car lamp, each wick fed by a small tube from a central fount, which with the body of the lamp is made of spun metal, brass or bronze. We also use in our summer cars metal lamps set in a square case with glass sides and lantern top, to prevent the lights blowing out by the constant draughts present when windows and doors are wide open, as is usually the case during the season those cars are run. We have had no experience with methods of lighting cars by electricity or gas.

Sixth. In regard to accidents resulting from our methods of lighting cars, we are pleased to be able to say that we have had no accident within the past five years, nor since the opening of the road, that could be traced, either directly or indirectly, to the means which have been employed for lighting cars.

Respectfully,

C. A. HAMMOND,
Superintendent.

BOSTON, Dec. 5, 1887.

CHESHIRE RAILROAD COMPANY,
OFFICE OF GENERAL MANAGER,
KEENE, N. H., Dec. 3, 1887.

GEORGE G. CROCKER, *Chairman Board Railroad Commissioners of
Massachusetts, Boston.*

DEAR SIR:—In reply to your circular of 28th ult. we have to say, —

First. Our passenger cars are equipped for heating with the "Howard passenger car heater," the "Eaton car stoves," and the "Spear heater" with pipes and registers the entire length of cars.

The first two styles of heaters are for burning wood and the last for coal; all our car heaters are firmly bolted to the car floors. The doors to the Howard and Eaton heaters are secured with chains besides the usual door fastenings. The Spear heaters are fastened with combs. We have made no change since last June.

Second. We have made, as yet, no plan or system of heating by steam from the locomotive boiler.

Third. Not using steam pipes yet.

Fourth. As soon as a system of hose and couplings can be adopted that will interchange with cars of connecting roads, we propose heating cars of this company by steam from the locomotives, as our cars run through on other roads each side of us, and their cars over this road. We have been slow as to the system to be adopted, and are examining and conferring with them for uniformity.

Fifth. We use mineral sperm oil (so called) of 300° fire test in centre and side lamps in all passenger cars used on this road; have had no experience of lighting by electricity.

Sixth. Have had no accidents from heating and lighting this way.

Very truly yours,

R. STEWART,
General Manager.

CONNECTICUT RIVER RAILROAD COMPANY,
PRESIDENT'S OFFICE,

SPRINGFIELD, MASS., Dec. 14, 1887.

GEORGE G. CROCKER, *Chairman Railroad Commissioners, Boston, Mass.*

DEAR SIR:—In answer to your circular of November 28, we enclose a statement of our present outfit for heating cars, in comparison with that of August 4.

	August 4	December 14.
Passenger cars, steam heat,	11	14
Combination cars, steam heat,	6	9
Baggage cars, steam heat,	0	1
Total,	17	24
Passenger cars, Eaton stoves,	8	5
Combination cars, Eaton stoves,	7	3
Baggage cars, Eaton stoves,	0	1
Total,	15	9
Passenger cars, Spear Hot Air Heater,	9	9
Combination cars, Spear Hot Air Heater,	1	1
Total,	10	10
Baggage cars, Baker Heater,	0	1
Baggage cars, common cast iron box stove,	3	0
Mail cars, Chilson Heater,	1	2

Second. On the fourth day of August, in reply to a previous circular which we received from you, we stated that we were using the Emerson steam system for heating our local trains. This system we shall apply this winter to all of our own cars in our through trains. In this reply which we made to you August 4, we answered fully, we think, the inquiry which you make in the second request contained in your circular of November 28.

Third. We have used a flexible pipe with our coupler. Our experience thus far leads us to prefer such a pipe to a metallic pipe coupler. The flexible pipes are lighter, more easily handled, and when broken, can be replaced at once by the train men. The improved flexible coupling which we are now receiving are much more durable than those we first used, and are very inexpensive. We have had no experience in coupling our system with the system used by other roads, and have no suggestions to make which are not apparent to every one. It is fair to suppose that the best coupling in the end will become universal.

Fifth. All of our cars, except as hereinafter mentioned, are lighted with Williams, Page & Company single and double oil lamps,

the single lamps having a glass fount, the double lamps a copper fount. The oil used is "mineral sperm," 300 degrees fire test. For several months past we have experimented with a plan for lighting our cars with electricity, produced by a dynamo operated in the baggage car of the train. The dynamo is operated by a small rotary engine, with power supplied through a tube from the locomotive. The amount of power taken from the engine is still undetermined, but the engineer reports that the loss of power is not sufficient to be appreciated in the ordinary working of the engine. Three to four cars are generally used in this train, with ten to twelve lights in each car. Connected with this plan is a storage on each train, capable of supplying sufficient electricity for one or two hours, to maintain the light when the train is still and the rotary engine and dynamo are not in operation. The supply for this storage is taken from the surplus electricity generated by the dynamo, and not used in lighting the cars, while the dynamo is in operation. The shifting from the dynamo to the storage is instantaneous, and not noticeable by the passengers. The lighting of the cars and the care of this system is usually entrusted to a brakeman on the train. It is easily understood; the machinery seems to be durable and not easily put out of order. We are still experimenting with this system, and single train, and up to the present time are favorably impressed with it.

Yours very truly,

N. A. LEONARD, *President.*

FITCHBURG RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
BOSTON, MASS., Dec. 8, 1887.

GEORGE G. CROCKER, Esq., *Chairman Board of Railroad Commissioners,*
No. 20 Beacon Street, Boston, Mass.

DEAR SIR:—In reply to your circular of November 28th, I have to say,—

First. Our passenger equipment is at present provided with heaters and stoves as follows: 11 Baker heaters, 11 Westinghouse standard steam heaters, 6 Johnson steam heaters, 1 Searle steam heater, 60 Spear hot air heaters, 6 Creamer hot air heaters, 106 Spear stoves, 34 Railroad King stoves, 48 Chilson's Cone Disk stoves, and 11 cars are equipped with the Sewall system of steam from the locomotive. The Westinghouse standard steam heaters can be used to heat with steam from the locomotive. This shows an

increase of 5 Westinghouse standard steam heaters and 7 cars equipped with the Sewall system of steam from the locomotive since last report.

Second. The Sewall system of heating cars with steam from the locomotive is the only system of the kind which we have in use on the road. It is working fairly well, but we have not had experience enough with it to form any opinion as to the question of economy and efficiency of this system, as compared with the old system of heaters or stoves.

Third. We are at present using what is known as the Sewall form of coupler. It works well, and we believe it answers every purpose. I understand that there is a committee appointed, composed of officers of some of the principal railroads, for the purpose of investigating and considering the merits of the various couplings, with a view to ascertain which is the best, and securing its general adoption.

Fourth. We shall put in 12 Baker heaters this winter, which can be used to heat the cars with steam from the locomotive. The improvements which we shall make during the coming summer will depend upon the result of the experiments which are now being tried on this road, and also those which are being made on other roads.

Fifth. Our cars are all lighted by kerosene oil of 300° test. All the lamps used in our passenger cars are those made by Williams, Page & Co., Sherburne & Co. and Adams & Westlake. We have not any cars lighted by electricity.

Sixth. I do not remember of any accident which has occurred on this road during the past five years, caused by the lights in our passenger cars.

Respectfully,

JOHN ADAMS,
General Superintendent.

[COPY.]

GRAFTON CENTRE RAILROAD, GRAFTON, Dec. 2, 1887.

We are using a Chilson car heater (approved by the commissioners) on our car.

Yours truly,

A. O. HOWE, *Treasurer.*

OFFICE OF VICE-PRESIDENT AND GENERAL MANAGER,
HOUSATONIC RAILROAD COMPANY,
BRIDGEPORT, CONN., Dec. 9, 1887.

GEORGE G. CROCKER, Esq., *Chairman Board of Railroad Commissioners, Boston, Mass.*

DEAR SIR:—Below find answers to the questions contained in your circular letter of November 28, concerning the method of heating and lighting the passenger cars of this company:—

First. Present outfit, thirty-five passenger cars equipped with "Baker's" inside car heaters, and piped for salt water circulation. (Five cars added since last report.) Seventeen mail, baggage and caboose cars equipped with "Spear's" heaters. (Eight cars added to list.)

Second. None used.

Third. None used.

Fourth. The same as connecting roads adopt, if they find them a success.

Fifth. Three hundred degrees fire test kerosene oil in lamps.

Sixth. No accident of any kind has ever happened on this road from the methods of lighting now in use.

Respectfully,

WILLIAM A. STEVENSON,
Vice-President and General Manager.

NEW YORK & NEW ENGLAND RAILROAD COMPANY,
GENERAL SUPERINTENDENT'S OFFICE,
244 FEDERAL STREET, BOSTON, MASS., Dec. 6, 1887.

To the Honorable Board of Railroad Commissioners, Boston, Mass.

DEAR SIR:—Referring to your circular of November 28, which did not reach me in time to reply by the 5th, as requested,—

In June we reported 87 cars with Spear heaters; we have now 109.

We reported 170 cars with cast iron and cast and sheet iron stoves; we now have 44.

We reported four hot water heaters; we now have three. (One of the cars reported in June as hot water will appear later as having the Safety Car Heating and Lighting System.)

In June we had two coaches and one baggage car heated with steam from the engine, by the Sewall system; we have the same now.

Steam and hot air from the locomotive, three; we have now eleven heated with steam and hot water heated from the locomotive and are fitting up eleven more.

In June we had seven baggage cars with cast iron stoves and twelve with cast and sheet iron stoves; we have now one heated by the Sewall system, two fitted with the Safety Car Heating and Lighting Company's system, and fifteen stoves. (We have been obliged, at the request of the United States government, to put a stove in a car on account of mail, making one more.)

We had six express cars heated with stoves; we have six now.

I would say that we have been delayed in making these changes by difficulty in getting the necessary material and have crowded it as fast as we could, and we expect to continue making changes. We think we will succeed in getting heat by the Sewall system and by the New York Safety Car Heating and Lighting Company's system also. It is too early for us to report as to the economy of these systems and also a little too soon to be absolutely certain of their entire efficiency.

We are using in couplers, the New York Safety Car Heating and Lighting Company's coupling and the Sewall coupler, and have tried the Westinghouse air brake coupler. All the couplings are tight and seem to work well. We are inclined to consider the Westinghouse favorably because it is well known and easily handled, while with the others, more or less has to be learned about them.

We expect to continue improvements in our outfit for heating as rapidly as we can until we have improved heaters in all our cars.

We light our cars with lamps, burning 300° fire-test oil, and have never known of any accident from their use. We have no experience in the use of electricity for lighting cars.

Yours respectfully,

A. A. JACKSON,
General Superintendent.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
SUPERINTENDENT'S OFFICE, NORTHAMPTON DIVISION,
NEW HAVEN, CONN., Dec. 19, 1887.

Hon. GEO. G. CROCKER, *Chairman, etc., Boston.*

DEAR SIR:—Replying to your circular letter of the 28th ult., relative to heating passenger cars.—

We have removed the stoves from all our cars except the Baker heater and Spear stoves. We have tried on this road no steam

device, as this road is now run as a part of the system of the New York, New Haven & Hartford Railroad Company. Their report on this subject will be taken to answer for us as to the future.

Yours, etc.,

CHAS. N. YEAMANS.

NEW LONDON NORTHERN RAILROAD,

SUPERINTENDENT'S OFFICE,
NEW LONDON, CONN., Dec. 18, 1887.

GEO. G. CROCKER, *Chairman, 20 Beacon St., Boston, Mass.*

DEAR SIR:— Answering your circular letter of Nov. 28th, would say in reply to first inquiry that our present outfit consists of common stoves, Baker and Creamer heaters. The Bakers have been added since last report.

To second and third inquiry I can give no information, as we have no system of steam heating on this road.

To fourth inquiry would state that we hope to add one or two more Baker heaters during the coming winter. And I also hope to have our people experiment with at least one train in steam heating; but that is not yet definitely decided. What will be done the coming summer I am unable to state at this time. Our method of lighting cars is from lamps of the Williams & Page or E. S. Greeley & Company pattern with 300° fire test burning oil.

To sixth inquiry would state that I have no knowledge that we have ever had any accident occurring from the present method of lighting.

Yours truly,

C. F. SPAULDING,
Superintendent.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
GENERAL SUPERINTENDENT'S OFFICE,
NEW HAVEN, Dec. 20, 1887.

GEORGE G. CROCKER, Esq., *Chairman Board of Railroad Commissioners
Commonwealth of Massachusetts, Boston, Mass.*

DEAR SIR:— Replying to your circular letter of November 28th, I enclose you herewith copy of report made by our master car builder.

Yours, etc.,

O. M. SHEPARD,
General Superintendent.

[COPY.]

CAR DEPARTMENT,
 NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
 NEW HAVEN, CONN., Dec. 19, 1887.

DEAR SIR:—In reply to questions as asked in enclosed circular from Board of Railroad Commissioners of the State of Massachusetts would state:—

First. The passenger and baggage cars are now equipped with either Baker & Smith or Spear heaters. At the time of our last report some few of the cars were equipped with stoves. These have now been removed and replaced with Spear heaters.

Second and third. We are at present testing two different systems of heating cars by steam from the locomotive,—one train being equipped with the Henney system and one with the Wilder system,—but it is too early as yet to determine the efficiency of either of these systems as compared with heaters.

Fourth. I have no information that any improvements in outfit for heating are intended during the coming winter or summer.

Fifth. Our cars are lighted by double centre lamps, central fount. Oil used, mineral sperm, 300° fire test. We are testing the Frost system of lighting cars by gas, which is giving satisfactory results.

Sixth. There has never been an accident on this road resulting from the methods of lighting cars.

Yours truly,

(Signed)

JAMES DENVER,
Master Car Builder.

OLD COLONY RAILROAD, OFFICE OF GENERAL MANAGER,
 BOSTON, MASS., Dec. 7, 1887.

Hon. GEORGE G. CROCKER, *Chairman Board of Railroad Commissioners,*
Boston, Mass.

DEAR SIR:—In reply to your circular letter of November 28 I submit the following statements:—

First. The outfit for heating passenger cars on this road prior to Oct. 1, 1887, was as follows:—

No. of passenger cars with Johnson Hot Water Heater,	. . .	161
baggage " " " " " " " "	. . .	0
passenger " " Thayer Steam Heater,	. . .	2
passenger " " locked stoves (as heretofore approved),	. . .	85
baggage " " " " " " " "	. . .	33

Since October 1 the following changes have been made: The Johnson heater has been put into fifty-one passenger and two baggage cars; the New York Safety Car Heating and Lighting Company's

system (steam from locomotive) has been applied to three passenger and one baggage car; the Sewall system (steam from locomotive) has been applied to six passenger and two baggage cars, and the outfit is now:—

Johnson Hot Water Heater in	212	passenger cars.
“ “ “ “	2	baggage “
Thayer Steam Heater in	2	passenger “
New York Safety Heater (steam from locomotive), .	3	“ “
“ “ “ “ “ “ “	1	baggage “
Sewall system (steam from locomotive),	6	passenger “
“ “ “ “ “ “ “	2	baggage “
Locked stoves (as heretefore approved),*	47	passenger “
“ “ “ “ “ “ “	28	baggage “

Second. As to the practical working of the systems of heating by steam from the locomotive, —

The New York Safety Car Heating and Lighting Company's system has not, so far as tried, proved entirely satisfactory. The company is experimenting upon improvements.

The Sewall system is thus far working fairly well.

As to economy, the systems for continuous heating would probably show as favorably as any system of heating each car independently.

Third. The form of steam-pipe coupling used is the “Sewall,” and I believe it makes a simple, economical and safe union between the cars.

Fourth. We are intending to continue the equipment of our cars with the Johnson hot water heater during the winter, or until the system of continuous heating shows greater practicability than has thus far been developed. What we shall do during the coming summer will depend entirely on the experience gained, during this winter, with the systems in use.

Fifth. Our cars are all lighted with lamps made to burn 300° kerosene oil. We have one car that has been lighted by the incandescent electric light.

Sixth. There has been no accident, to my knowledge, since the road has been in operation, that was caused by our method of lighting the cars.

Very truly yours,

J. R. KENDRICK,
General Manager.

* The apparent discrepancy in the number of cars heated with stoves is accounted for by the fact that thirteen of the Johnson heaters, recently added to the equipment, were put into new cars which had been running during the summer without heaters of any kind. Most of the cars with stoves are spare cars used only in case of necessity.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
SUPERINTENDENT'S OFFICE,
PROVIDENCE, R. I., Dec. 5, 1887.

To the Honorable Board of Railroad Commissioners.

GENTLEMEN:—In conformity to instructions contained in your circular under date Nov. 28, 1887, I report as follows:—

Answer to query first,—

Report of July 3.

2 coaches, Standard Steam Heater.
11 coaches, Johnson Hot Water Heater.
6 coaches, Spear Hot Air Heater.
22 coaches Chilson stove.
9 smoking cars, Chilson stove.
6 baggage cars, Chilson stove.
1 coach, Westinghouse Heater.
3 mail cars, Johnson Heater.

Present Outfit.

2 coaches, Standard Steam Heater.
11 coaches, Johnson Hot Water Heater.
6 coaches, Spear Hot Air Heater.
21 coaches, Chilson stove.
6 smoking cars, Chilson stove.
1 baggage car, Chilson stove.
7 coaches, 6 baggage cars, 2 mail,
2 smoking, equipped with Martin's Anti-Fire Car Heater.
2 coaches and 1 baggage car, being equipped with Sewall system.

Answer to query second,—we have not used any system of steam heating a sufficient length of time to demonstrate its practicability or economy, but have come to the conclusion that to make the system a perfect success it will be best for this road to establish, at points where cars stand any length of time, a steam boiler, so that the cars can have a continuous connection with a steam-heating apparatus. We find that unless this plan is adopted coaches cannot be properly cleaned, lights kept in order for use and coaches warmed readily.

Answer to query third,—Martin rigid coupler with slip joint and ball socket, and Sewall coupler. Uniformity in style of coupler to be finally adopted is very essential, but we are not ready to advocate any particular one. Our objection to the Martin coupler is as follows: First, it is metallic and more or less rigid, the ball socket and slip joints being so constructed that it will leak steam after a short period of service; second, the length of coupler is such that it becomes a condenser, thus requiring a greater pressure and more steam to heat the cars.

Answer to query fourth,—we propose to thoroughly test the Martin and Sewall systems this coming winter, and if satisfied of the utility of either, will adopt the best system.

Answer to query fifth,—we use 300° fire-test oil, and cannot give

difference in cost between oil and electricity as we use oil exclusively.

Answer to query sixth, — Never had an accident on this road from using oil as a means of lighting cars.

I am respectfully yours,

CHARLES HOWARD, *Superintendent.*

WORCESTER & SHREWSBURY RAILROAD,
WORCESTER, MASS. Nov. 30, 1887.

To the Honorable Board Railroad Commissioners.

GENTLEMEN:—In reply to the questions to be answered in the circular received this day I will say we have made no changes in the manner of heating or lighting our cars. For our purpose we find that it would be a little inconvenient for us to heat by steam from the locomotive as our run is only three miles long, and disconnecting so often would cause our cars to be cold most of the time. We do not contemplate any further changes this winter or any other time unless it will be advantageous and better so to do. We burn lamps made by Williams & Page and use the mineral sperm oil, 300° test. We have the Chilson car stove placed in the centre of the car on the side, fastened very securely through the floor, well-protected from the woodwork and locked. We have never had the slightest accident from stoves or from lamps.

Very truly,

I. E. BIGELOW, *Superintendent.*

[K.]

CIRCULARS.*

COMMONWEALTH OF MASSACHUSETTS,
BOARD OF RAILROAD COMMISSIONERS,
NO. 20 BEACON STREET, BOSTON, Feb. 21, 1887.

*To the General Manager or Superintendent of the ———— Rail-
road.*

The Board desires to be informed if all the bridges on your road and branches are provided with guard rails or guard timbers. Please state whether you use either or both. If rails are used, describe the form and method of laying them, and how far from the abutments of the bridge they extend; if timbers, state the size, how fastened and the distance from rail.

An early reply is requested.

Per order of the Board,

WILLIAM A. CRAFTS, *Clerk.*

COMMONWEALTH OF MASSACHUSETTS.
BOARD OF RAILROAD COMMISSIONERS,
NO. 20 BEACON STREET, BOSTON, March 18, 1887.

To the Managers of the Several Railroads in Massachusetts.

You are requested to send to this office, at the earliest practicable moment, the strain-sheets and records of the first and latest tests of all the bridges on the roads operated by you.

State also whether any parts of said bridges which are essential to safety are so covered as to be concealed from inspection. Describe also the style of flooring.

Per order,

WILLIAM A. CRAFTS, *Clerk.*

* For circulars in relation to bridges and to the heating and lighting of passenger cars, see the text of the report and Appendix J.

COMMONWEALTH OF MASSACHUSETTS.

BOARD OF RAILROAD COMMISSIONERS.

No. 20 BEACON STREET, Dec. 20, 1887.

To the President and Directors of the ——— Railroad Company.

In their report for 1881 the Board recommended to the railroads of the Commonwealth a consideration of the various forms of guard rails for bridges, with the hope of securing a more extensive use of some form of safety guard. Though much has since been done in this direction, and although the bridges of several of the roads are well provided with efficient guard rails, there is still room for much improvement. The Board is so impressed with the importance of this subject that it has given careful consideration to the merits and defects of the different forms, and it urgently recommends the general use of the form herein described.

The object of the guard rail is to prevent a derailed truck from getting far enough off the track to strike any portion of the girder, or from becoming twisted so as to lead to further derailment. The floor of every bridge should, moreover, be so constructed as to be able to carry safely any derailed car or engine; and for this purpose the ties should be substantial timbers, measuring not less than six by eight inches, and spaced not more than eight, and preferably four or six inches in the clear. Efficient guard timbers outside of the rails should also be provided, notched on each tie and bolted at short intervals, — the object of such timber being to hold the ties in place, and to keep them from being bunched by a derailed wheel. Instead of notching the guard timber over the ties it may be simply bolted, and spacing blocks securely fastened between the ties to keep them apart.

In addition to such guard timbers, guard rails are requisite, so arranged as to bring a derailed truck nearly back to its proper position, and guide it across the bridge without allowing it to deviate more than a few inches from the rails. For this purpose outside guard rails and inside guard rails are in common use.

The ordinary arrangement of outside guard rails is as follows: the guard timbers before described are placed six or eight inches from the rails, and are sometimes protected with an angle iron fastened to the corner. At the ends of the bridge, or on each track at the end at which trains enter upon the bridge, curved rails extend from these guard timbers, flaring outward and resting on long ties.

The Board recommends the use of the inside guard rail, placed with a clear space of from seven to ten inches between the heads of the guard rail and the track rail, securely spiked to the ties, and with ends running to a point in the centre of the track on the side from

which trains approach. The distance of this point from the end of the bridge should vary in different cases, but should not be less than thirty feet, and preferably sixty feet on important bridges. If the approach is on a curve the guard rail should be carried further; and on sharp and short curves it is advisable to extend them entirely around the curve, or to run them to a point thirty or sixty feet from the bridge, and from this point to carry a single rail in the centre of the track around the curve. The point of the guard rail should be protected by an old frog point or by a bevelled wooden block to prevent any hanging chain from catching on the end. The distance between the track and the guard rails should be sufficient to allow a wheel to run between them without crowding either rail, or from seven to ten inches.

The Board considers that this form of guard rail is much more efficient than the outside guard rail in bringing a derailed truck back to its proper position. On many roads the outside guard rails extend but a short distance beyond the ends of the bridge, and are frequently curved abruptly so as to be nearly at right angles with the track. Furthermore, the long ties on which such guard rails rest are generally insufficiently bedded in the ballast outside of the rails. The tendency of such a guard rail is to stop the wheel which strikes it and to twist the truck still further, placing it at a greater angle with the track, and thus tending to increase rather than to diminish the danger of an accident. The Board consider such guard rails to be worse than useless, and recommend that they be replaced by inside guard rails without delay. Outside guard rails of proper length, slightly curved and properly laid, may accomplish their intended purpose, but they are wrong in principle, because they are struck by the wheel at the wrong end of the axle, and if they do their work at all, they do it at great disadvantage.

The objection is sometimes urged against inside guard rails that a mischievous person may place an obstruction between the guard and track rails, or that some obstruction may accidentally get there. The Board believes that this argument has no practical weight, and that even if a truck were derailed in this manner, it would by virtue of the guard rail pass safely across the bridge. A person who desires to wreck a train can find abundant means of doing it more effectual than this. Further objections are sometimes pleaded that the use of the snow-plough is rendered difficult, or that a hanging chain may catch on the point of the guard rail. These also appear to the Board to have little weight. The points may be protected as already explained, and the use of the snow-plough is no more interfered with than at any turnout or crossing. Finally, it is sometimes

urged that a truck, if derailed far enough to get on the wrong side of the point, would be still further deviated by the guard rail.

As long as a train holds together it is very rare for a truck to be off the track more than a few inches or a foot. If the train has parted and a truck is off by as much as one-half of the gauge, the wheels on one side of this truck would be off the ties and a smash-up could hardly be averted, no matter what shape of guard rail were applied. Certainly the ordinary form of outside guard rail would do no good. Furthermore, the possibility of such an accident at a bridge may be almost completely removed by extending either the guard rails or a single guard rail on curved approaches, as has been suggested.

Other devices are in use which have for their object not only to safely guide a derailed truck, but to replace it upon the rails. Some of these devices, if properly applied, appear to the Board to have great merit, and they do not desire to be understood as withholding their approval from them.

For the Board,

GEORGE G. CROCKER,
Chairman.

COMMONWEALTH OF MASSACHUSETTS,
BOARD OF RAILROAD COMMISSIONERS,
No. 20 BEACON STREET, BOSTON, Aug. 26, 1887.

To the Superintendent of the ——— Railroad.

The Board desires to call your attention to the provisions of law in relation to brakemen on passenger trains. Section 170 of chapter 112, Public Statutes, is as follows:—

SECT. 170. Every railroad corporation shall cause a good and sufficient brake to be attached to every car used upon its railroad for the transportation of passengers, and to every car used for the transportation of freight, except four-wheeled freight cars used only for that purpose; and shall cause to be stationed on every passenger train *trusty and skilful brakemen equal in number at least to one for every two cars in the train*, and one such brakeman upon the last car of every freight train, which car must always be equipped with a good and sufficient brake. *For a violation of any provision of this section the corporation shall forfeit a sum not exceeding one hundred dollars.*

It is feared that since the general adoption of train brakes this law has not been strictly complied with, and in view of accidents

which have occurred (out of this State) by reason of the failure of the air-brake, the Board hereby reminds you of the necessity of fully complying with the law, and of the penalty prescribed for a violation therefor.

Per order,

WILLIAM A. CRAFTS, *Clerk.*

COMMONWEALTH OF MASSACHUSETTS,
BOARD OF RAILROAD COMMISSIONERS, Dec. 1, 1887.

To the ———— *Railroad Company.*

Your attention is hereby called to the provisions of section 15 of chapter 98 of the Public Statutes, relating to the observance of the Lord's day, which section was amended by section 3 of chapter 891 of the Acts of the present year, being an act to further regulate the observance of the Lord's day, and you are notified that the running of trains on the Lord's day is contrary to law, unless specially authorized by this Board.

Per order of the Board,

WILLIAM A. CRAFTS, *Clerk.*

[K.]

SUPPLEMENTARY REPORT OF GEORGE STARK
ON THE MEIGS ELEVATED RAILWAY.

To the Board of Railroad Commissioners of the State of Massachusetts.

GENTLEMEN:—In my report to you of December 23d last, on the Meigs Elevated Railway, I stated that the experimental structure submitted to my examination was, in my opinion, safe and sufficiently strong, except in the plate angle irons on the lower boom of the girder, which had proved too light and were about to be replaced with heavier ones.

These light angle irons having since been removed and heavier ones put in their place, I have again made a personal examination of the structure, and hereby report that it is now, in my opinion, safe and sufficiently strong in every particular.

Respectfully your obedient servant,

GEORGE STARK,
Civil Engineer

FEB. 15, 1887.

[L.]

EXPENSES OF OFFICE.

Rent of office,	\$2,500 00
Bridge engineer and other experts,	2,514 72
Janitor and messenger,	500 00
Bussey Bridge reports,	324 58
Furniture,	285 18
Printing blanks, circulars, etc.,	239 18
Stationery,	156 89
Copying reports, etc.,	142 55
Postage,	186 50
Type-writer and supplies,	110 60
Telephone and telegrams,	94 45
Railroad publications and newspapers,	68 00
Advertising hearings,	26 80
Gas,	22 09
Ice and watering street,	30 00
Sundry incidentals,	16 95
	<hr/>
	\$7,168 44

BOARD OF RAILROAD COMMISSIONERS.

GEORGE G. CROCKER, Boston, <i>Chairman</i> ,	Term expires July, 1888
EDWARD W. KINSLEY, Boston,	" " July, 1890
EVERETT A. STEVENS, Boston,	" " July, 1889

Clerk—WILLIAM A. CRAFTS, Boston.

Accountant—FRED E. JONES, Boston.

[M.]

INDEX

TO THE

REPORTS OF THE BOARD OF RAILROAD COMMISSIONERS [OF MASSACHUSETTS

From 1870 to 1887, both inclusive.

Prepared by GEORGE G. CROCKER.

A.

ACCIDENTS. See statistics at the beginning of the several reports.

Ashtabula, '78, 30.

Circular in relation to returns of, '83, 149.

Comparison between, 1875 and 1885, '86, 20.

General discussion, '70, 10; '71, 13; '72, 106.

Investigations of, '83, 19.

Prosecution for manslaughter, '77, 122; '83, 22; '84, 25.

What should be reported, '86, 19.

Causes:

Bridges, '71, 26; '72, 142; '74, 31.

Breaking of draw-bar, '84, 100.

Broken rail on curve, '73, 12, 13.

Blown from platform, '84, 99.

Crossing track at station, '83, 97.

Coupling, '72, 142; '83, 18.

Culverts, '79, 36.

Derailment, '71, 26; '72, 93; '81, 178.

Derailment on curve, '82, 81; '83, 98, 100, 115; '84, 118.

Disobeying rules, '82, 92; '83, 104; '86, 90.

Disobeying orders, '77, 28, 31; '80, 197; '81, 184; '82, 91; '83, 112; '86, 87; '87, 70.

Disregarding signals, '81, 181; '86, 85, 86; '87, 62.

Disregarding telegraphic message, '82, 88.

Embankment giving way, '87, 64.

Explosions, '70, 91; '71, 27.

Engine running backwards, '84, 107.

Flying switch, '83, 113; '84, 116; '86, 87.

ACCIDENTS — *Con.*

Failure of straight air-brake, '84, 110.

Grade crossings, '70, 91; '72, 127; '73, 14; '80, 198; '86, 95; '87, 70.

Grade crossings, horse car at, '85, 98.

Getting on or off moving car, '70, 92; '71, 12, 25; '72, 126; '87, 73.

Head collision, '82, 84.

Ignorance or inexperience, or carelessness, '77, 28, 30; '79, 87; '80, 202; '81, 181; '82, 91; '84, 101, 107, 110, 111, 112, 114; '87, 62, 73.

Insufficient accommodations at stations, '83, 108.

Insufficient interval between trains, '81, 175; '82, 93; '84, 103.

Insufficient flagging, '84, 98; '85, 101; '86, 94.

Know-nothing crossings, '71, 29; '82, 79; '86, 85.

Mixed train, '84, 107.

Numerous and inconsistent duties, '83, 98; '84, 154.

Overhead bridges, '72, 127.

Rear collision, Revere, '72, 95; '73, 16; '76, 18, 23; '84, 103.

Runaway engine, '82, 88; '84, 116.

Signals, mistaken or wrong, Boston, '73, 16; '77, 23, 24; '83, 102.

Signals, wrong, owing to crossing of wires, '82, 86.

Signals, insufficient, '77, 25.

Standing on platforms, '85, 97.

Switch, misplaced, '75, 19; '76, 22; '80, 202; '81, 176; '86, 89; '87, 75.

Switch left open, '84, 100.

Switch unlocked, '87, 74.

Track expansion, '72, 93.

Train running backwards, '86, 93.

Train passing train stopping at station, '85, 102. *See, also, '87, 124.*

Train from branch crossing main track, '84, 109.

Walking, etc., on track, '70, 92; '71, 25; '72, 126.

Walking, etc., on track, intoxicated, '84, 113, 115.

Youth, '82, 82.

Location of:

Boston & Albany:

Worcester explosion, '71, 27.

Boston, Know-nothing crossing, '71, 28.

Wilbraham, broken rail, '73, 13.

Middlefield, bridge, '74, 31.

Brimfield, misplaced switch, '74, 34.

Warren, '75, 20.

Chester, '77, 28.

East Brookfield, '81, 176.

Allston repair yard, '86, 94.

Adams, Hoosac Street, '86, 95.

Boston & Providence:

Know-nothing crossing, '71, 28.

East Foxborough, grade crossing, '73, 14.

Boston, mistaken signal, '73, 16.

Canton Junction, '83, 98.

ACCIDENTS — *Con.*

Boston, Hartford & Erie : [N. Y. & N. E.]

Readville, '72, 93; '76, 22.

Hyde Park, '72, 91.

Chestnut Hill station, '81, 184.

Bird Street station, '85, 102.

Walpole, '82, 79.

Franklin, '83, 100.

Near stock yards, '84, 100.

Boston, Quincy Street Bridge, '84, 101.

Ironstone, '84, 107.

Medway, '84, 107.

Boston & Maine :

Ballardvale, '77, 30.

Wakefield, '87, 70.

Somerville, '84, 111.

Boston, Barre & Gardner :

Princeton, '77, 31.

North Worcester, '80, 197; '84, 118.

Boston & Lowell :

North Woburn Junction, '87, 62.

Woburn, '82, 81.

Lexington Branch, Elm Street station, '83, 97.

Billerica, '83, 118.

Lowell, '84, 110.

North Billerica, '86, 90.

Connecticut River :

Springfield, '84, 103.

Greenfield, '84, 114; '86, 85.

Central Massachusetts, or Massachusetts Central

Oakdale, '86, 91.

Eastern :

Revere, '72, 95.

Newburyport, '77, 24.

Lynn, Green Street Bridge, '81, 181.

Salem, '82, 88.

Salem Tunnel, '82, 93.

At station, Boston, '83, 108.

Oak Island, '84, 99.

Beverly, '84, 109.

Fitchburg :

Miller's Falls, '77, 23.

New Wachusett, '77, 25.

Lincoln, '80, 198.

Littleton, '81, 178.

Charlestown, horse car, '85, 98.

Pequog, '82, 92.

Concord, '86, 87.

Holyoke & Westfield :

Westfield, '85, 101.

Hartford & New Haven :

Pecowsic Brook, '73, 11.

ACCIDENTS — *Con.*

Massachusetts Central. *See under* Central Massachusetts.

Middleborough & Taunton Railroad :

Middleborough, '75, 19.

New Bedford & Taunton Railroad :

Middleborough, '75, 19.

New London Northern :

Northfield Farms, '79, 36.

New York & New England. *See under* Boston, Hartford & Erie.

New York, New Haven & Hartford. *See under* Hartford & New Haven.

Old Colony Railroad :

Harrison Square, '76, 18.

Randolph, '77, 28.

Wollaston, '79, 37.

Brockton, '80, 202; '82, 83.

Walpole, '82, 79.

South Weymouth, '82, 88.

Somerset Junction, '86, 86.

South Boston, '86, 87.

Leominster, '86, 89.

Assonet, Cowen Brook, '87, 61.

Troy & Greenfield Railroad :

Bardwell's Ferry, '87, 64.

Blackinton, '81, 175.

Zoar, '82, 84; '83, 104; '84, 112.

Buckland, '83, 102.

North Adams, '83, 108.

Charlemont, '83, 112.

North Adams yard, '83, 115.

Tunnel, west end, '84, 98.

Vermont & Massachusetts Railroad :

Athol, bridge, '71, 26.

Worcester, Nashua & Rochester :

Pepperell, '87, 70; '76, 23.

ACCOMMODATIONS. *See* "Stations" and "Transportation."

What are reasonable, '79, 397; '84, 42.

Crowding cars, '70, 63.

Women and children in smokers, '84, 44.

ACCOUNTS. *See* "Reports and Returns."

ARBITRARIES, '81, 41.

ASHUELOT RAILROAD, lease to Connecticut River Railroad, '79, 429.

ATHOL & ENFIELD RAILROAD, construction, '72, 182.

B.

BAGGAGE :

Transportation of parcels and packages, '84, 89, 93, 94.

Rates for excess and storage, '84, 152; '86, 127.

BELGIAN SYSTEM, '73, 67.

BELLS, automatic electric, '73, 27.

BILLERICA & BEDFORD RAILROAD, construction, '78, 159.

BLOCK SYSTEM (*see, also*, "Signals"), '72, 139, 269, 276; '79, 405; '80, 30.

BLUE LINE, '71, 36.

BOARD OF COMMISSIONERS :

Duties of, '74, 61; '83, 47; '86, 51.

Charge of unfairness, '79, 377.

Effect of recommendations, '74, 36; '75, 33; '84, 91; '85, 50.

Statement of reasons for decisions, '84, 40.

BONDS, approval of, '83, 46.

BOSTON & ALBANY RAILROAD. *For accidents, see under "Accidents."*

Freight department, '70, 31.

Passenger station, consolidation with Providence, '72, 20.

Bridges, '73, 123; '74, 79.

Berkshire, freight business in, '77, 63.

Boston, obstruction of Kneeland Street, '79, 401.

Lease of Pittsfield & North Adams Railroad, '79, 421.

Lease of North Brookfield Railroad, '79, 424.

Fencing, complaint as to, '80, 205.

Brookline Branch, school rates, '85, 68.

Brookline, passenger rates, '85, 134.

Pittsfield, coal rates to, '77, 63; '85, 143; '83, 131.

Sunday freight-trains, '85, 152.

South Framingham, crossing Old Colony at, '83, 44.

Athol, compensation for use of Fitchburg Railroad depot at, '83, 136.

South Framingham, train accommodations, '84, 143.

Transportation of parcels and packages, '84, 89.

Storage of parcels and packages, '84, 152.

Pittsfield, discrimination, coal, '84, 156.

Westborough express, discrimination against, '86, 103.

Marlborough, through car to, '86, 105.

Natick, passenger rates to, '86, 111.

Rochdale, freight for coal, '86, 119.

West Springfield & Agawam, coal rates from Springfield, '86, 126.

Brookline, grade crossing, appeal from county commissioners, '86, 134.

Connection with Providence & Worcester at Worcester, '86, 141.

Westborough, fares, '87, 93.

Brookline, Cypress Street station, '87, 97.

Palmer, footway crossing, '87, 118.

Boston, noise and smoke in vicinity of Ferdinand and Berkeley Streets, '87, 119.

Worcester, bridge over Southbridge Street, '87, 121.

Winchendon, obstruction of Central Street, '87, 78.

BOSTON, BARRE & GARDNER RAILROAD. *For accidents, see under "Accidents."*

Construction from Worcester to Gardner, '72, 184; '74, 66.

Holden, train accommodations, '84, 134.

North Worcester, train accommodations, '84, 138.

Winchendon, grade crossing at, '74, 129.

BOSTON, CLINTON & FITCHBURG RAILROAD. Fitchburg, transfer of freight at, '71, 111.

BOSTON, HARTFORD & ERIE RAILROAD. *See, also, N. Y. & N. E. R. R. For accidents, see under "Accidents."*

Medfield, relocation of station at, '72, 201.

Webster, signals at grade crossings, '74, 138.

BOSTON, HOOSAC TUNNEL & WESTERN RAILROAD, Sunday trains, '85, 146.

BOSTON & LOWELL RAILROAD. *For accidents, see under "Accidents."*

Freight business, '71, 37.

BOSTON & LOWELL RAILROAD — *Con.*

Express business to Lowell, '70, 101.
 Wilmington, trains to, '70, 99.
 Woburn station, trains to, '72, 197.
 Lowell, coal transportation, '72, 123.
 Improvements of, '74, 82.
 Wilmington Branch, '75, 55.
 Salem Branch, exigency of, '87, 105.
 Rates for Nashua & Lowell Railroad business, '79, 407.
 Somerville, Willow Avenue, trains to, '85, 125.
 Arlington, Lake Street, trains to, '85, 126.
 Reduction of coal rates, '85, 128.
 Fares to Arlington, '85, 141.
 Winchester, flag station at Swanton Bridge, '84, 137.
 Medford, reduction of fares, '84, 149.
 Chelmsford, discontinuance of freight depot, '86, 101.
 Lawrence, whistling, '86, 141.

BOSTON & MAINE RAILROAD. *For accidents, see under "Accidents."*

Increase of capital, '72, 15.
 Consolidation with Eastern, '72, 104.
 Lawrence, bridge over Merrimac at, '74, 41.
 Lawrence, grade crossing of Broadway, '74, 41.
 Medford, station at, '74, 114.
 Strike of locomotive engineers, '78, 40.
 South Lawrence, grade crossing with Lowell & Lawrence at, '79, 99.
 Workingmen's train, '76, 116; change of time of, '81, 227; '82, 113.
 North Andover, Marblehead Street crossing, '82, 129.
 Melrose, fares to, '82, 102.
 Reading, Mineral Street grade crossing, '82, 134.
 Medford, scholars' tickets, '86, 122.
 Baggage regulations, '86, 127.
 Lawrence, whistling, '86, 141.
 Malden, various complaints, '87, 82.
 Oak Grove station, '87, 116.
 Wellington station, danger from train passing train at station, '87, 124.

BOSTON & MYSTIC VALLEY RAILROAD:

Application for preliminary certificate, '79, 363.
 Application for grade crossing over Grand Junction and Fitchburg, refused, '79, 367.

BOSTON & PROVIDENCE RAILROAD. *For accidents, see under "Accidents."*

Passenger station, consolidation with Boston & Albany, '72, 20.
 Sharon, trains to, '72, 211; '82, 121.
 Accounts, '74, 18.
 Hyde Park, trains for, '74, 136.
 Blackstone River abutments at Valley Falls, '77, 136.
 Roslindale station, extra platform, '79, 362.
 Attleborough, grade crossing in, '80, 225.
 Spring Street station, train accommodations for, '82, 114.
 Highland station, train accommodations for, '82, 114.
 Station facilities near Boston & Albany crossing, '82, 115.

BOSTON, REVERE BEACH & LYNN RAILROAD:

Construction, '76, 82.

BOSTON, REVERE BEACH & LYNN RAILROAD — *Con.*

Revere, reduction of fares and train accommodations, '84, 153.

Deceptive returns, '78, 21.

Station at Orient Heights, '79, 398; '80, 220.

Fares to Winthrop, '85, 139.

Grade crossing with Eastern Junction, Broad Sound Pier and Point Shirley Railroad, '82, 127.

BOSTON, WINTHROP & SHORE RAILROAD :

Capital stock, '77, 42, 129.

Plank walk, Shirley Street and Ocean Spray, '86, 102.

BOSTON & WINTHROP RAILROAD, petition for grade crossing in Winthrop, '83, 119.

BOSTON, WINTHROP & POINT SHIRLEY RAILROAD :

Subscriptions to capital stock of, '77, 42, 129.

Construction, '78, 157.

Complaint of selectmen of Winthrop, location, running of trains at Great Head and obstructing Revere Street, '83, 128.

Operation of road in winter, '84, 146.

BRAKEMEN :

Circular relating to rear brakemen, giving rules of various roads, '83, 151.

Duties of, on freight-train, '83, 102.

BRAKES (*see, also*, "Train Brakes" and "Westinghouse"), '72, 132, 143, 267.

BRIDGES : '72, 142; '73, 123; circular, '82, 136.

Guards, '71, 26; '72, 268; '74, 29; '81, 45; circular, 232; '82, 22.

Guard rails, '79, 87; '80, 104; '81, 190; circular, '82, 136.

Flooring, '79, 87; '80, 104; '81, 190; circular, '82, 136.

Weight upon, '73, 126.

Over Southbridge Street, Worcester, '87, 121.

Rowley River, '87, 35.

BROCKTON STREET RAILWAY COMPANY, extension of, '85, 167.

BUSINESS, amount of. *See* statistics at the beginning of the several reports.

See, also, under "Freight."

General discussion, '70, 15; '72, 146; increase of, '82, 41.

Western, '70, 15; '72, 146.

Foreign, '70, 16, 24, 34; '72, 146; '80, 18; '82, 17.

State, '70, 17.

Excursion, '72, 103.

Boston, '70, 18.

Lowell, '72, 160.

Fall River, '72, 160.

Worcester, '72, 162.

Metropolitan, '72, 198.

Wollaston, '72, 169.

C.**CAMBRIDGE RAILROAD COMPANY :**

Appeal from board of aldermen of Boston, '86, 137.

Complaint of Charles River Railway Company *v.*, '86, 143.

CAPE COD RAILROAD COMPANY, trains, etc., to Middleborough, '70, 107.

CAPE COD SHIP CANAL COMPANY :

Charter of, '84, 30, 83.

Manner of crossing Old Colony, '84, 86.

CAPITAL STOCK. See statistics at the beginning of the several reports.

Subscriptions (Boston, Winthrop & Point Shirley), '77, 42, 129.

Increase of, by Somerville Horse Railway, '77, 127.

Meaning of words, "Value of Property," '77, 128.

Over-issue of, '83, 136.

CAPITAL AND LABOR, '78, 56.

CARS. See, also, "Brakes" and "Heating Apparatus."

Passenger:

Construction of, '72, 132, 143.

Gates on, '87, 82, 124.

Crowding, '70, 63.

Coupling chains, '75, 20.

Right to travel in sleepers without change, '82, 96.

Women and children in smokers, '84, 44.

Freight: '73, 29; '80, 18.

Guards on box cars, '87, 32.

Couplers and draw-bars, '72, 142; '81, 62; Safford's, '81, 65; '82, 20; '84, 19; Howard's, '84, 165; '85, 24.

List of approved, '85, 190; '86, 28; '87, 28; circular, '86, 151.

Foreign in this State, '81, 18.

CHARLES RIVER STREET RAILWAY COMPANY:

Somerville, petition for grade crossing over Fitchburg Railroad at Webster Avenue, '83, 125.

Boston, appeal from decision of aldermen refusing route, '83, 137.

Complaint against Cambridge Railroad Company, '86, 143.

CHEAP TRAINS. See "Workmen's Trains."

CHESHIRE RAILROAD:

Crossing at Winchendon, '74, 129.

Obstruction of Central Street, Winchendon, '87, 78.

CHICAGO CATTLE POOL, '78, 73.

CODIFICATION, '74, 45; '75, 22.

COLD, effect of, on iron and steel, '73, 138; '74, 144.

COLOR BLINDNESS, '80, 53; '81, 28; circular, 230; '82, 24; '84, 29.

COLORADO POOL, '78, 74.

COMBINATION (see, also, "Pools"), regulated, '78, 81.

COMMERCE. See "Business."

COMMISSIONERS. See "Board of Commissioners."

COMPETITION (see, also, "Pools"), '70, 75; '76, 60; '78, 80.

COMPLAINTS, general discussion of, '75, 33.

CONDUCTOR:

Duties of, '82, 20; '86, 88.

As police officer, '84, 176. See Stat. 1883, chaps. 65, 102.

CONGRESSIONAL CONTROL OF RAILWAYS (see, also, "Interstate Commerce"), '81, 36, 38; '85, 55; dangers of, '82, 36; '83, 41.

CONNECTICUT RIVER RAILROAD. For accidents, see under "Accidents."

Lease of Ashuelot Railroad, '79, 429.

Northampton, union passenger station, etc., '82, 119.

CONSOLIDATION:

Eastern and Boston & Maine, '72, 104.

Boston & Albany and Providence passenger stations, '72, 20.

Northern depots, '79, 404.

Of railroads leased for long terms, '81, 45.

CORPORATIONS, number of. See statistics at the beginning of the several reports.

COST. For cost of roads per mile, and of operating and running trains, see statistics at the beginning of the several reports.

COUPLERS. *See under "Cars."*

COUPLING CHAINS. *See under "Cars."*

CROSSINGS. See statistics at the beginning of the several reports.

One railroad by another, '74, 37, 129; '82, 23; '83, 44; signals at, '85, 44.

Interlocking system, '83, 42, 44.

Rules adopted for, '83, 161; '84, 31, 177.

Winchendon, Boston, Barre & Gardner and Cheshire, and Ware River Railroad and Cheshire, '74, 129.

Boston & Maine and Lowell & Lawrence at South Lawrence, '79, 99.

Massachusetts Central and Lexington & Arlington, '81, 222.

New London Northern and Fitchburg, '81, 228.

Eastern Junction, Broad Sound Pier & Point Shirley with Boston, Bevere Beach & Lynn Railroad, '82, 127.

Walpole, '83, 42, 161.

South Framingham, '83, 44.

Cheapside, near Greenfield, '86, 85.

Difference between entry and use and crossing, '74, 139.

Of Boston northern terminals, '74, 40.

Full discussion, '83, 49.

Steam railroad by street railway, Webster Avenue, Somerville, '83, 125.

Highways by bridges, height of bridges, '74, 110.

Westborough, less than 18 feet, '85, 105.

East Boston, Sumner Street, foot, 16 feet Eastern Railroad, '85, 110.

Highways at grade, '75, 8; '76, 13; '80, 14; '81, 14; circular, 231; '82, 16; '86, 17.

Full discussion, '85, 35.

Signals at, '74, 138; '80, 199.

Draft of law to promote abolition of, '87, 21.

Gate or flagman at Highland Lake Grove, '84, 106.

Signs at, '77, 19; '78, 26; '80, 15.

Signals at, full discussion, '84, 47.

New streets, propriety of expense being shared by railroads, '85, 42.

Private crossings, abolition of, '85, 44.

Obstructions of crossings, '76, 75; '87, 78.

Footways over or under tracks, '87, 118.

Location :

Andover, '85, 109.

Attleborough, '80, 225; '87, 77.

Bedford & Billerica, Boston & Albany, '85, 112.

Bellingham, '85, 109.

Belmont, '82, 131.

Boston, Kneeland Street, '79, 401; Station Street, '81, 220.

Brookfield, '81, 218.

Brookline, '86, 134; '87, 97.

Charlestown, Charles River and Warren Avenues, '82, 109.

Cottage Farm, '80, 233.

East Boston, '75, 45.

CROSSINGS — *Con.*

Fairhaven, Pleasant Street, '85, 103.
 Falmouth, '79, 388; '84, 161; '87, 76.
 Framingham, Boston & Albany, '85, 111; Claflin Street, '84, 163.
 Georgetown, '79, 387.
 Holyoke, Sargeant Street, '86, 97.
 Lawrence, Broadway, '74, 41; Canal Street, '85, 107.
 Lynn, '79, 385.
 North Andover, Marblehead Street, '82, 129.
 Palmer, '87, 118.
 Peabody, '79, 388.
 Reading, Mineral Street, '82, 134.
 South Boston, D Street, '80, 213; '81, 216.
 South Framingham, Boston & Albany, '86, 96.
 Sudbury, '82, 135.
 Webster, '74, 138.
 Waltham, '82, 132, 133; various streets, Mass. Central, '81, 220.
 Watertown, '72, 203.
 Weston, '82, 131.
 Whately, '81, 219.
 Winchendon, '74, 129.
 Winthrop, '83, 119.
 Worcester, Southbridge Street, '87, 121.

CROWDING CARS, '70, 63; '82, 41.

D.

DEBT. See statistics at the beginning of the several reports.
 DESPATCH COMPANIES, '73, 29.
 DISCIPLINE, laxity of, '72, 102.
 DISCRIMINATION, '73, 24, 92.
 DIVIDENDS. See statistics at the beginning of the several reports.
 DRAWBACKS, '70, 37.
 DRAW-BARS. *See under "Cars."*
 DUXBURY & COHASSET RAILROAD:
 Construction, '72, 186; '75, 53.
 Investigation relating to, '78, 105.

E.

EARNINGS PER MILE. See statistics at the beginning of the several reports.
 EAST BOUND FREIGHT COMPACT, '78, 74; '79, 57.
 EASTERN JUNCTION, BROAD SOUND PIER & POINT SHIRLEY RAILROAD, grade crossing with Boston, Revere Beach & Lynn Railroad, '82, 127.
 EASTERN RAILROAD. *For accidents, see under "Accidents."*
 Consolidation with Boston & Maine, '72, 104.
 Everett, stations at, '74, 128.
 Peabody, obstruction of public square in, '76, 75
 Financial embarrassment of, '76, 36, 126.
 North Andover, Marblehead Street crossing, '82, 129.
 Rowley River, bridge over, '87, 35.
 Salem, exigency of branch in, '87, 105.

EASTERN RAILROAD — *Con.*

Lynn, grade crossing by highway in, '79, 385.

Marblehead branches, fares on, '80, 66.

Revere, station at, '80, 217.

West Everett, relocation of station at, '83, 135.

Peabody, branch in, '86, 130.

ELEVATED RAILROADS, full discussion, '81, 46; Melgs', '87, 35, 125.

EMPLOYERS:

Duties to employees, '78, 56.

Prosecution of, for negligence, '77, 122; '83, 22; '84, 25.

EMPLOYEES (see statistics at the beginning of the several reports), prosecution of, for negligence, '77, 122; '83, 22; '84, 25.

EMPLOYMENT, permanence of, '78, 56.

ENGINEER, duty of, '84, 104.

ENGINES, weight of, '73, 126.

ENGLISH SYSTEM, '73, 64.

ESSEX BRANCH, '73, 136.

EXCURSION BUSINESS, '72, 103.

EXIGENCY: '70, 44; '71, 6; '72, 8; '80, 41.

Tribunal to pass upon, necessary, '82, 25.

Act passed, '83, 29; '84, 30.

Melgs, '85, 169.

Extension of Woburn Branch, '85, 170.

Branch of Eastern in Peabody, '86, 130.

Salem Branch, '87, 105.

Onset Bay Grove Association, '86, 132.

Nahant Railroad Association, '87, 110.

EXPLOSIVES, regulations for transportation of, '78, 102; '85, 190.

EXPORT TRADE:

Effect of, '80, 18.

Value of, '82, 17.

EXPRESS BUSINESS, '70, 67; Lowell, '70, 101; '79, 102; '71, 20; '72, 22; '73, 29; Old Colony, '80, 222; '85, 117; '85, 114, 117; '86, 103.

F.

FACTOR OF SAFETY, '73, 125.

FALL RIVER RAILROAD, construction, '76, 82.

FALL RIVER, WARREN & PROVIDENCE RAILROAD, construction, '76, 84.

FARES. *For average passenger rates, see statistics at the beginning of the several reports.*

General discussion, '71, 18, 38; '72, 23; with returns from various roads, '72, 156.

Through travel, '70, 32; local, '70, 48.

Circular as to revision, '72, 219.

Regulation by law, '70, 121; '73, 53; full discussion, '81, 29; '86, 38, 111.

For freight, *see under* "Freight."

For baggage, *see under* "Baggage."

For passengers, '70, 32, 48, 65, 121; '71, 18, 38; Westborough, '87, 93.

Suburban, '73, 43; '74, 22; '75, 6; Marblehead Branch, '80, 66;

'82, 31; '85, 134, 139, 141; Medford, '84, 149; '86, 116;

Revere, 84, 153.

FARES — *Con.*

Suburban limit, 12 miles, '86, 116.

Equal rate per mile not required, '82, 81.

Equal terms, '82, 31, 102.

Boston and Melrose, '82, 102.

Boston and Weston, '82, 125.

Arlington, '85, 141.

Boston and Natick (general discussion of suburban), '86, 111.

Milford and Woonsocket, '87, 85.

Season tickets, '72, 207; '74, 118; '76, 98.

School rates :

Brookline, '85, 68.

Medford, '86, 122.

Effect of reduction of, '73, 112.

Payment of, '70, 63.

Street railways :

Reduction of fares in Boston, '82, 122.

Double fares in Boston, '85, 127.

FEMALE PRISON BRANCH OF BOSTON, CLINTON & FITCHBURG RAILROAD, construction, '76, 86.

FENCES :

General discussion, '78, 133; '81, 25.

North Cambridge, '83, 30.

FINK (ALBERT), '78, 81.

FIRE (*see, also*, "Heating Apparatus" and "Lighting Apparatus"), '72, 132; '73, 13; '87, 65; liability for loss by, '73, 24.

FITCHBURG RAILROAD. *For accidents. see under "Accidents."*

Recommendation that it be taken by State, '71, 64.

Fitchburg, transfer of freight at '71, 111.

Watertown, tracks and grade crossing at, '72, 203.

Groton (Ayer) Junction, station at, '71, 22.

Littleton, relocation of station, '80, 230.

Sunday trains, '85, 146.

North Cambridge, fences in, '85, 156.

Weston, reduction of fares, '82, 125.

Somerville, crossing by horse railroad at Webster Avenue, '83, 125.

Petition to fix milk rates to Littleton, '83, 129.

Athol, compensation from Boston & Albany for use of depot at, '83, 186

Facilities for connecting with foreign roads, '84, 28.

Cambridge, freight facilities, '86, 100.

Express business between Boston and Waltham, '86, 104.

Complaint against manager of Troy & Greenfield Railroad, '86, 145.

Winchendon, obstruction of Central Street, '87, 78.

FLAGMEN, withdrawal in evening, '87, 71.

FLYNT'S GRANITE BRANCH RAILROAD, '76, 87.

FOREIGN RAILWAY SYSTEMS, '73, 64.

FOOT-GUARDS, in frogs, etc., '85, 96, 98; '86, 28; '87, 22, 139.

FORFEITURE. See "Franchise."

FRAMINGHAM & LOWELL RAILROAD, construction, '72, 188.

FRANCHISE, forfeiture of, '75, 76.

FREE PASSES. See "Passes."

FREIGHT. *For average freight rates, see statistics at the beginning of the several reports. See, also, "Business."*

General discussion, '70, 65; '71, 33; '72, 156; '76, 60; '77, 46.

Increase of, '81, 17.

Legislative control of, '81, 29; '86, 38.

Rates, '70, 32, 65; '71, 18, 38; '72, 123, 157; '73, 34; '86, 148; '87, 83.

Discrimination, '70, 18; '83, 24, 131; '81, 42.

Long and short haul law, '83, 32; '85, 48.

Payment in advance, '74, 112; '75, 71.

Reduction of, '73, 112; '82, 41.

Facilities for handling, '81, 19; '82, 17.

Transportation of, '70, 65, 79.

Time freight, '71, 20.

Live stock, '71, 30; '86, 49, 116.

Cord wood, '71, 115.

Coal, '72, 157; Lowell, '72, 123; '73, 49, 106; Berkshire, '77, 63; Boston and Lowell, '85, 128.

Pittsfield, '79, 375; '83, 131; '87, 79; '85, 148.

Ware and Gilbertville, '81, 209; '82, 99.

Hanover Branch, '81, 214.

Boston and Salem to Lowell, '85, 128.

Webster, '83, 32.

Worcester and Rochdale, discussion, '86, 119.

Springfield to West Springfield and Agawam, '86, 126.

Grain, underbilling, '73, 92; '79, 18; '80, 18.

Grinding and storing in transit, etc.; Cutler case, full discussion, '81, 41, 198.

Milk, '74, 119; '79, 389; '81, 74, 197; '83, 129.

Fish, '84, 158, 159.

Cost per ton per mile, '75, 35.

Interstate, '86, 46; '87, 34.

Division of west bound, '79, 411.

Through, for export, '80, 18; '82, 17.

FREIGHT-CARS. See "Cars."

FREIGHT COUPLERS. See "Cars, Freight."

FRENCH SYSTEM, '73, 70.

FROGS. See "Foot-guards."

G.

GATES ON CARS. See under "Cars"

GENERAL RAILROAD PROBLEM AND POLICY, '70, 15-31; '71, 33; '75, 34; '77, 46, 74; '79, 50.

GERMANY, '73, 74.

GOOD SERVICE FUND. See "Relief Societies."

GRADE CROSSINGS. See "Crossings," also statistics at the beginning of the several reports.

GRAFTON CENTRE RAILROAD, '75, 53.

GRAND JUNCTION RAILROAD, Cottage Farm, highway crossing at, '80, 233.

GRANGER MOVEMENT (see "Illinois"), '75, 34.

GRANITE BRANCH, construction, '72, 190.

GUARDS ON FREIGHT-CARS. *See under* "Cars."

GUARDS AND GUARD-RAILS ON BRIDGES. *See under* "Bridges."

H.

HANOVER BRANCH RAILROAD:

Freight discrimination on, '81, 42.

Trains on, '87, 90.

Right to use Old Colony tracks, and *vice versa*, '84, 169.

HEATING APPARATUS (*see, also*, "Fire"), '72, 132, 143; '83, 23; '87, 80; Martin, 135.

HIGHLAND STREET RAILWAY, compensation to be paid for use of Metropolitan tracks, '74, 139.

HOLYOKE & WESTFIELD. *For accidents, see under* "Accidents."

Holyoke, location and station in, '72, 209; '73, 136.

New Haven & Northampton, agreement with, '79, 433.

Holyoke Branch, construction, '80, 103.

Ingelside, train accommodation at, '82, 117.

HOOSAC TUNNEL, '72, 74; '76, 68.

HOPKINTON, '74, 67.

HORSE RAILWAYS. *See* "Street Railways."

HOUSATONIC RAILROAD:

Stockbridge, station accommodations at, '82, 103.

Freight charges on, general discussion, '86, 31, 148.

Rates on, '87, 33.

HUDSON RIVER BRIDGE COMPANY, charges of, '86, 59.

I.

ILLINOIS, history of legislation in, '74, 50.

INCOME, gross and net. *See* statistics at the beginning of the several reports.

INSURANCE (*see, also*, "Relief Societies"), life and accident, '78, 58.

INTERLOCKING SWITCHES AND SIGNALS, '80, 31.

INTERSTATE COMMERCE (*see* "Congressional Control"), '81, 36; '82, 36; control of, '85, 114.

IRON, effect of cold on, '73, 138; '74, 144.

J.

JOINTS, '70, 84.

L.

LABOR (*see* "Capital and Labor"), '78, 56.

LANCASTER MILLS RAILROAD, construction, '76, 86.

LAND COMPANIES, '78, 39.

LANTERNS (*see, also*, "Signals"), '72, 132, 136.

LEGISLATION:

Special *versus* general, '70, 44; '71, 6, 84; '72, 8, 203.

Index of, '71, 16; '73, 18.

Codification of, '73, 22; '74, 45.

State control, '74, 47; full discussion, '80, 28.

LEXINGTON BRANCH RAILROAD:

Form of maps and records, '87, 139.

Arlington, whistling at, '87, 117.

LIGHTING APPARATUS (*see, also*, "Fire"), '72, 132, 135.

LOCATIONS, records of, '78, 131; '81, 45.

LOCOMOTIVE:

Testing of boilers, '81, 24, 186; '82, 19.

Regulations for, '83, 160; '86, 150.

Revised regulations, '87, 137.

Headlight, glare of, '79, 48.

LOWELL & ANDOVER RAILROAD, '75, 54.

LOWELL & FRAMINGHAM RAILROAD, over-issue of stock, '83, 136.

LOWELL & LAWRENCE RAILROAD, crossing with Boston & Maine at South Lawrence, '79, 99.

LYNN & BOSTON RAILROAD COMPANY, double fares in Boston, '85, 127.

M.

MANSFIELD & FRAMINGHAM RAILROAD. Sherborn, location of station, '70, 115.

MANSLAUGHTER, prosecution for, '77, 122; '83, 22; '84, 25.

MARBLEHEAD & SWAMPSCOTT BRANCH, '74, 69.

MARGINAL FREIGHT RAILROAD, '70, 79.

MARTHA'S VINEYARD RAILROAD, '75, 54.

MASSACHUSETTS CENTRAL RAILROAD. *For accidents, see under "Accidents."*

Belmont, route in, '80, 223.

Northampton, union passenger station, etc., '82, 119.

Weston and Belmont, highway crossing at grade, '82, 131.

Waltham, Lyman Street, highway crossing at grade, '82, 132.

Waltham, Beaver Street, highway crossing at grade, '82, 133.

Sudbury, highway crossing at grade, '82, 135.

MEIGS ELEVATED RAILWAY, '87, 35, 125; certificate of exigency, '85, 169.

METROPOLITAN RAILROAD COMPANY:

Rental from Highland, '74, 139.

Reduction of fares on, '82, 122.

Rental from South Boston Railroad Company, '83, 116.

Complaint that returns are false, '83, 118.

MIDDLEBOROUGH & TAUNTON RAILROAD. *For accidents, see under "Accidents."*

MIDDLESEX RAILROAD COMPANY:

Reduction of fares, '82, 122; '83, 124.

Everett, extra trips to, '86, 103.

Restrictions in grant of location, '82, 124.

MIDDLESEX CENTRAL RAILROAD, '74, 68; extension, construction of, '80, 102.

MILEAGE. See statistics at the beginning of the several years reports.

Comparative, '70, 43.

Mode of estimating, '76, 98.

MILFORD & WOONSOCKET RAILROAD, fares on, '87, 85.

MILLER PLATFORM, '71, 14; '72, 134, 265, 266; '73, 14, 15.

MINORITY REPRESENTATION, '71, 69.

MOUNT TOM & EASTHAMPTON RAILROAD. Easthampton, relocation at, '72, 117.

MUFFLERS, '80, 27.

MUNICIPAL AID, '70, 46; '71, 8; '72, 184; tabular statement of, '71, 89.

MUNICIPAL CONTROL OF STREET RAILWAY TRACKS, '75, 67.

MUTUAL BENEFIT ASSOCIATIONS. *See under* "Relief Societies."

MYSTIC VALLEY RAILROAD (see "Boston & Mystic Valley Railroad Company). Application for grade crossing over Grand Junction & Fitchburg refused, '79, 367.

N.

NAHANT RAILROAD ASSOCIATION, petition for certificate of exigency, '87, 110.

NANTASKET BEACH RAILROAD :

Failure to operate, '83, 145; '84, 143; '85, 122, 124.

Station at Riverside, '83, 148.

NASHUA, ACTON & BOSTON RAILROAD, '74, 70; train service on, '79, 395.

NASHUA & LOWELL RAILROAD, rates over Boston & Lowell, '79, 407.

NATIONAL CAR COMPANY, '73, 32.

NEW BEDFORD RAILROAD, New Bedford, construction and relocation of station in, '77, 123.

NEW BEDFORD & TAUNTON RAILROAD (*for accidents, see under* "Accidents"), freight charges for cord wood, '71, 115.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY, mismanagement of, '85, 159.

NEW HAVEN & NORTHAMPTON RAILROAD :

Easthampton, relocation at, '72, 117.

Issue of capital stock, '74, 16.

Holyoke & Westfield, agreement with, '79, 433.

Northampton, union passenger station, etc., '82, 119.

Whately, station at, '87, 99.

NEW LONDON NORTHERN RAILROAD. *For accidents, see under* "Accidents."

Amherst and Belchertown, accommodations, '85, 120.

South Amherst, accommodations, '87, 91.

NEW YORK & BOSTON INLAND RAILROAD :

Brookline, petition for route in, '83, 120.

Petition for incorporation certificate, '83, 121; '84, 173.

NEW YORK & NEW ENGLAND RAILROAD. *For accidents, see under* "Accidents."

Brookline, Cypress Street station, '78, 97. *See, also, Boston & Albany Railroad.*

Forest Avenue station, '87, 101.

Newton Centre station, '79, 393.

Ridge Hill Branch, new construction, '80, 101.

Baltimore & Ohio Telegraph Company *v.*, '85, 157.

Crossing with Old Colony at Walpole, '83, 42; rules, 161.

Terminal facilities, '83, 95.

Medfield Junction, station at, '84, 125.

Medway, track, station and freight facilities, '84, 127.

West Walpole, track and station accommodations, '84, 140.

Woonsocket, Caryville, North Bellingham, train accommodations, '84, 141

Hyde Park, whistling, '84, 170; trains, '87, 87.

Forest Avenue station, discontinuance of, '86, 109.

NEW YORK WEST BOUND FREIGHT POOL. *See* "West Bound Trunk Line Combination."

NORTH BROOKFIELD RAILROAD :

Construction, '76, 85.

Lease to Boston & Albany, '79, 424.

NORWICH & WORCESTER RAILROAD:

Webster, grade crossing at, '74, 138.

Worcester, widening location in, '79, 383; bridge over Southbridge Street, '87, 121.

North Webster, station at, '82, 117.

O.

OBSTRUCTING BUSINESS OF RAILROADS, draft of act relating to, '78, 155.

OIL POOL, '78, 74.

OLD COLONY RAILROAD. *For accidents, see under "Accidents."*

Rock, station at, '70, 107.

Easton, stations at, '70, 111.

Wareham, street crossings in, '71, 114; increased accommodations to, '82, 104.

Wollaston, '72, 169.

Wellfleet to Provincetown, '74, 72.

South Boston, extension of D Street, '80, 213.

Express business on, '80, 222; '85, 117.

Trains between Boston and Plymouth, '80, 234.

Crossing New York & New England at Walpole, '83, 42; rules 161.

Crossing Boston & Albany at South Framingham, '83, 44.

Myricks, train accommodations and fares at, '84, 125.

Cape Cod, lower rates for carrying fish, '84, 158, 159.

Location on Massachusetts State Dyke at Provincetown, '84, 165.

Hanover Branch, right to use tracks of, '84, 169.

Marlborough, through car to, '86, 105.

Fall River, station at Pierce Street, '87, 95.

OMAHA POOL, '78, 67.

ONSET BAY GROVE ASSOCIATION:

Operation illegal, '87, 112.

Route fixed, '87, 115.

Petition for certificate of exigency, '86, 132.

OPERATING, cost of. See statistics at the beginning of the several reports.
Regulations. *See under "Regulations."*

P.

PACKAGES AND PARCELS:

Transportation of, '84, 89.

Storage of, '84, 152.

PARCEL DELIVERY, '70, 79; '72, 22.

PASSENGER-CARS. See "Cars."

PASSENGERS. *See under "Crowding Cars." Fares for. See under "Fares."*

PASSIS, '76, 5; '77, 4; answers to inquiries, '76, 97; '77, 41; table of returns, 80.

PEABODY, obstruction of public square in, '76, 75.

PENSION FUNDS. See "Relief Societies."

PETITIONS. See "Complaints."

PITTSFIELD & NORTH ADAMS RAILROAD, lease to Boston & Albany, '79, 421.

POLICE, circular relating to, '84, 176.

POOLS, '78, 65; '79, 56.

PROFITS, right of stockholders to, '72, 153.

PROVIDENCE AND WORCESTER RAILROAD:

Millbury, location of passenger and freight station in, '71, 120.

Connecting with Boston & Albany at Worcester, '86, 141.

Worcester, Southbridge Street, '87, 121.

R.

RAILROAD CONSTRUCTION. See statistics at the beginning of the several reports.

RAILS, steel (*see also* statistics at the beginning of the several reports), '74, 10; joints of, '73, 123; effect of cold on, '73, 138; '74, 144.

RATES, average passenger and freight. See statistics at the beginning of the several reports. See "Fares" and "Freight" and "Baggage."

RECOMMENDATIONS OF BOARD. See "Board of Commissioners."

RED LINE, '71, 36.

REGULATIONS:

For operating, '72, 132, 250; '83, 150.

For passing from branch to main track, '84, 109.

RELIEF SOCIETIES, '87, 23.

Pension funds, '81, 58; '83, 28; '86, 53.

Good service fund, '86, 56.

REPORTS AND RETURNS:

Forms for, '71, 99; '72, 86; '74, 17; '75, 10; with instructions, '77, 83.

Full discussion, '76, 25.

Complaint that returns are false, '83, 118.

Commissioners not responsible for correctness of, '76, 47.

Deceptive, '78, 21.

Draft of act, '76, 77; '77, 12; '78, 14; '79, 25.

Operating expenses, '84, 26.

RHODE ISLAND & MASSACHUSETTS RAILROAD, construction, '78, 158.

ROLLING STOCK (*see* statistics at the beginning of the several reports), deficiency of, '72, 103; weight of, to passenger or to ton of freight, '74, 8.

S.

SAFETY, factor of, '73, 125.

SAFETY-VALVES, '87, 32, 68.

SALISBURY BEACH RAILROAD ASSOCIATION, petition for charter certificate, '85, 169.

SARATOGA COMBINATION, '75, 39.

SCALDING BY STEAM, protection against, '87, 32, 68.

SCHOOL RATES. *See under* "Fares."

SEASON TICKETS, '74, 118; '76, 98.

SEATS, right to, '70, 122.

SHAWMUT RAILROAD COMPANY, '74, 73.

SHRINKAGE, '73, 96.

SIGNALS. *See also* "Signs and Warning Boards."

Lights, '72, 132; Hall's electric, '79, 47.

General report on (Hall's, Union, Rosseaus, Bean), '80, 30, 208.

At grade crossings, '74, 138; '80, 199.

Full discussion, '84, 47.

At grade crossings of one railroad with another, '85, 44.

STATUTES, INTERPRETED OR DISCUSSED—*Con.*

Public Statutes, chap. 112, sect. 16, '72, 38; '87, 119.

44, '79, 365; '80, 41; '84, 83.

46, '70, 47; '71, 8.

58, '72, 19.

59, '72, 18.

61, '72, 18.

62, '83, 46.

80, '82, 43.

81, '70, 11; '71, 11.

93; rules prescribed, '87, 139.

113, '78, 133.

15, '78, 133.

118, '74, 130; '79, 367, 370.

123, '85, 170.

125, '84, 163.

129, '82, 109, 112; '84, 41; '85, 42; '86,

134; '87, 122.

131, '85, 41.

139, '87, 106.

140, '81, 31.

156, '87, 87, 91; '84, 141, 143.

159, '71, 15.

160, '70, 5, 58.

162, '85, 44; '83, 41.

164, '87, 113.

165, '87, 112, 113.

166, '87, 113.

170, '70, 5.

171, '71, 11.

179, '83, 31.

180, '72, 174.

182, '84, 93.

188, '70, 102; '72, 155, 162, 173; '80,

222; '81, 30, 38, 42, 43; '81, 198,

209, 214; '85, 114, 117; '86, 35.

190, '71, 18; '85, 48; '83, 32.

192, '81, 44.

208, '83, 149.

209, '83, 149.

216, '75, 22.

218, '79, 408.

223, '87, 112.

224, '87, 113.

chap. 113, sect. 7; "subject to such restrictions," '82,
124.

15, '77, 127.

21, '85, 167.

44, '82, 122.

48, '86, 138.

49, '83, 143.

50, '83, 143.

STATUTES, INTERPRETED OR DISCUSSED — *Con.*

Statutes 1869, chap. 461, '70, 6.

1878, chap. 245, '79, 104.

135, '80, 26.

1881, chap. 111, '82, 24.

120, '82, 23.

161, '82, 23.

1882, chap. 54, sect. 3; '83, 23.

73, '83, 24.

94, '83, 24.

135, sect. 1; '86, 134.

162, '83, 30.

225, '83, 24.

244, '83, 28.

265, '83, 29; '84, 30; sect. 4, 265; sect. 3, '87, 105.

1883, chap. 65, '84, 28, 176.

102, '84, 28, 176.

117, '84, 28.

125, '84, 29.

1884, chap. 87, '87, 35.

1885, chap. 85, '86, 25.

110, '86, 25.

194, sect. 2; '82, 109; '84, 41.

197, '87, 21.

334, '86, 25.

1886, chap. 87, '87, 22.

120, '87, 22.

125, '87, 23.

142, '87, 27.

242, '87, 28.

STEEL, effect of cold, '73, 138; '74, 144.

STEEL RAILS:

Report on, '70, 126; '72, 268; '75, 7; '76, 98, etc.

Quality of, '77, 133.

STOCKHOLDERS, number of, and average amount held by, '73, 2.

STREET RAILWAYS. *For returns, see statistics as the beginning of the several reports.*

General discussion of legislation, '75, 23.

Draft of law for construction and ownership of tracks, by cities and towns, '75, 67. *See, also, "Passengers."*

Control of by municipalities, '75, 67.

Basis for fixing rentals, '74, 141.

Limitation of number of passengers in cars of, '82, 44.

Reduction of fares in Boston, '82, 122; '83, 124.

Double fares in Boston, '85, 127.

Method of estimating rentals for use of tracks, '83, 116; *see, also, '74, 139; '83, 116.*

Location. Nature of restrictions to which grant may be subject, '82, 124.

Crossing steam railroads at grade, '83, 125.

STRIKES, '78, 40, 155.

SUNDAY TRAINS, '82, 22; '85, 45, 146, 152; full discussion, '84, 31, 77.
SWITCHES, '72, 267; '79, 46; list of those approved, '80, 51; '84, 123.

T.

TELEGRAPHIC COMMUNICATION BETWEEN STATIONS, '72, 103, 132, 137, 268;
'73, 7.

TELEGRAPH:

Occupation of railroad, locations by, '85, 53.
Control of, '85, 65.
Baltimore & Ohio *v.* New York & New England, '85, 157.
Notes on under and over ground lines, '85, 171.

TELESCOPING, '72, 132

TERMINAL FACILITIES, '80, 17, 71: '81, 17.

Export trade, '82, 17; '83, 23.
Consolidation of, '70, 81.
Boston, north side, '71, 10; '74, 40.
New York & New England Railroad, '83, 95.
Worcester, '74, 122.

TICKETS, *See under* "Fares."

TIES, life of, and number to mile, '79, 87; creosoting, '80, 104.

TRAIN BRAKES, '73, 6, 17; '74, 11; '75, 8; '79, 45; for freight-cars, '87,
32.

TRAINS, cost of running. *See* statistics at the beginning of the several
reports.

TRANSPORTATION FACILITIES:

Arlington, Lake Street, '75, 126.
Holden, '84, 134.
Hyde Park, '74, 136; '87, 87.
Ingleside, '82, 117.
Malden, '87, 82.
Marlborough, '86, 105.
Middleborough, '70, 107.
Myricks, '84, 125.
North Worcester, '84, 138.
Revere, '84, 153.
Sharon, '72, 211.
Somerville, Willow Avenue, '85, 125.
Wareham, '82, 104.
West Roxbury, Spring Street and Highland stations, '82, 114.
Wilmington, '70, 39.
Winthrop, '85, 139.
Woburn, '72, 197.
Woonsocket, Caryville and North Bellingham, '84, 141.

TRAVELLED PLACE, '87, 112.

TROY & GREENFIELD RAILROAD. *For accidents, see under* "Accidents."

North Adams, operation of freight-yard at, '81, 222.
Daily trains, '81, 223.
Interpretation of contract with Troy & Boston, '84, 122.
Rule of, objected to by Troy & Boston, '84, 124.
Complaint by Fitchburg *v.* Manager, '86, 145.

TYLER SWITCH, '79, 48.

U.

UNDERBILLING, '73, 92.

UNIFORM, '72, 132, 136.

W.

WAGES, increase of, with length of service, '78, 56.

WAREHOUSEMEN, liability of railroads as, '73, 25.

WARE RIVER RAILROAD, '74, 76; crossing at Winchendon, '74, 129.

WARNING BOARDS. *See under "Crossings."*

WASTAGE, '73, 96.

WEALTH. *See "Business."*

WEEKLY PAYMENTS, '87, 22.

WEIGHT:

Dead weight, '73, 4; '75, 5.

Increase of, '87, 75.

WEST BOUND TRUNK LINE ASSOCIATION, '78, 75.

Effect of Grand Trunk upon, '79, 50.

Division between Massachusetts lines, '79, 411.

WESTINGHOUSE BRAKE, '73, 6, 17; '79, 45.

WHISTLING, '73, 25; Boston, '75, 68; '77, 34; '87, 119; Waltham, '77, 35; Hyde Park, '84, 170; '87, 71; Lawrence, '86, 141; Arlington, '87, 117.

Damages for omission to whistle at grade crossing, '80, 28, 227.

WHITE LINE, '71, 36.

WILMINGTON BRANCH, '75, 55.

WINNISIMMET STREET RAILWAY COMPANY, '74, 17.

WINTER, operation of roads in, '83, 145; '84, 143, 146; '85, 122, 124.

WOLLASTON, development of, '72, 169.

WOMEN AND CHILDREN IN SMOKERS, '84, 44.

WORCESTER, location of tracks and bridges in, '74, 122.

WORCESTER & NASHUA RAILROAD, culvert at Clinton, '77, 125.

WORCESTER & SHREWSBURY RAILROAD, '74, 75; fares, stations, management, '84, 131.

WORKINGMEN'S TRAINS, '73, 37, 109; '74, 22; '75, 25; '76, 52, 116; '77, 37.

History of, '78, 33; '80, 27, 227.

Change of time, Boston & Maine, '81, 227; '82, 114.

Constitutionality of law, '73, 40.

Speed of, '73, 47.

WRECKING-CAR, '85, 35, 189.

TABULATED STATEMENT

OF

RAILWAY AND RAILROAD

RETURNS.

[229]

CONTENTS OF TABLES.

STREET RAILWAYS.

CAPITAL STOCK, DEBT, ETC.

	Column	Page
Capital Stock paid in,	1	236
Number of Stockholders,	2	236
Funded Debt,	3	236
Unfunded Debt,	4	236
Gross Debt,	5	236
Cash and Cash Assets,	6	236
Net Debt,	7	236

COST OF ROAD, EQUIPMENT, ETC.

Road,	8	238
Equipment,	9	238
Land and Buildings,	10	238
Other Property,	11	238
Total Permanent Investments,	12	238
Total Property and assets,	13	238

PROPERTY ACCOUNTS: ADDITIONS AND REDUCTIONS DURING THE YEAR.

Construction,	14	240
Equipment,	15	240
Other Property,	16	240
Total Additions,	17	240
Reductions,	18	240
Net Additions,	19	240

REVENUE FOR THE YEAR.

Passengers,	20	242
Rents,	21	242
Mail and Express,	22	242
Sales of Manure,	23	242
Other Sources,	24	242
Total Income,	25	242

EXPENSES FOR THE YEAR.

	Column	Page
Repairs of Road-Bed and Track,	26	244
Repairs of Equipment,	27	244
Repairs of Buildings,	28	244
Renewal of Horses,	29	244
Salaries, etc., General Office,	30	244
Wages, etc., Employees,	31	244
Provender,	32	244
Taxes,	33	246
Rents,	34	246
Insurance,	35	246
Injuries to Persons and Property,	36	246
Other Expenses,	37	246
Total Expenses,	38	246
Percentage Expenses to Earnings,	39	246

NET INCOME, INTEREST, DIVIDENDS, ETC.

Net income,	40	248
Interest accrued,	41	248
Dividends declared,	42	248
Per cent.,	43	248
Balance for the Year,	44	248
Surplus last Year,	45	248
Surplus Sept. 30, 1887,	46	248

EQUIPMENT.

Cars,	47	250
Other Vehicles,	48	250
Horses,	49	250
Harnesses,	50	250

LENGTH OF ROAD.

Main Line,	51	250
Sidings,	52	250
Total Length,	53	250

MILEAGE, ETC.

Miles run,	54	252
Passengers carried,	55	252
Round trips,	56	252
Average number of Passengers per Round Trip,	57	252
Persons employed,	58	252

ACCIDENTS.

Fatal,	59	252
Injured,	60	252

PER MILE OF ROAD OWNED.

	Column	Page
Capital Stock paid in,	61	254
Net Debt,	62	254
Cost of Construction,	63	254

PER MILE OF ROAD OPERATED.

Cost of Equipment,	64	254
Repairs of Road-Bed and Track,	65	254
Repairs of Equipment,	66	254
Renewals of Horses,	67	254

GROSS INCOME.

Per Mile operated,	68	256
Per Round Trip,	69	256
Per Mile run,	70	256
Per Passenger carried,	71	256

EXPENSES.

Per Mile operated,	72	256
Per Round Trip,	73	256
Per Mile Run,	74	258
Per Passenger carried,	75	258

NET INCOME.

Per Mile operated,	76	258
Per Round Trip,	77	258
Per Mile run,	78	258
Per Passenger carried,	79	258

STEAM RAILROADS.

LENGTH OF ROAD AND BRANCHES.

Main Line,	1	262
Main Line in Massachusetts,	2	262
Double Track in Massachusetts,	3	262
Double track out of Massachusetts,	4	262
Sidings in Massachusetts,	5	262
Sidings out of Massachusetts,	6	262
Total Length computed as Single Track,	7	262

REPORTS.

Attleborough Branch,	85	296
Berkshire,	86	296
Boston & Albany,	8	270

REPORTS.

	Column	Page
Boston & Lowell,	10	270
Boston & Maine,	11	270
Boston & Providence,	12	274
Boston, Revere Beach & Lynn,	29	290
Boston, Winthrop & Shore,	30	290
Chatham,	63	301
Central Massachusetts,	37	296
Chelsea Beach,	60	301
Cheshire,	15	274
Connecticut River,	16	278
Danvers,	61	301
Eastern,	38	296
Fall River,	39	296
Fall River, Warren & Providence,	17	278
Fitchburg,	9	270
Grafton Centre,	18	278
Hanover Branch,	19	278
Holyoke & Westfield,	40	297
Hoosac Tunnel & Wilmington,	31	290
Horn Pond Branch,	62	301
Housatonic of Connecticut,*	20	282
Lowell & Andover,	41	297
Martha's Vineyard,	32	298
Milford, Franklin & Providence,	42	297
Milford & Woonsocket,	21	282
Monadnock,	43	297
Monadnock (Lessees),	22	282
Nantasket Beach,	64	302
Nantucket,	33	293
Nashua & Lowell,	44	297
Nashua, Acton & Boston,	45	298
Newburyport,	65	302
Newburyport City,	46	298
New Haven & Northampton,	23	282
New London Northern,	24	282
New York & Boston Inland,	66	302
New York & New England,	13	274
New York, New Haven & Hartford,	25	286
North Brookfield,	47	298
Norwich & Worcester,	26	286
Ocean Terminal,	67	302
Old Colony,	14	274
Pittsfield & North Adams,	48	298
Providence & Worcester,	27	286
Providence, Webster & Springfield,	50	299
Rhode Island & Massachusetts,	49	298
Spencer,	51	299
Springfield & New London,	52	299
Stockbridge & Pittsfield,	53	299

* Operating the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads.

REPORTS.

	Column	Page
Stony Brook,	54	299
Union Freight,	28	286
Vermont & Massachusetts,	55	300
Ware River,	56	300
West Amesbury Branch,	57	300
West Stockbridge,	58	300
Worcester, Nashua & Rochester,	59	300
Worcester & Shrewsbury,	34	293

TABULATED COMPARATIVE RESULTS.

STOCK, DEBT AND COST PER MILE OF ROAD OWNED.

Stock paid in,	68	304
Net Debt,	69	304
Total Stock and Net Debt,	70	304
Construction,	71	304
Equipment,	72	304
Total Permanent Investments,	73	304

EARNINGS AND EXPENSES PER MILE OF ROAD OPERATED.

Total Transportation Earnings,	74	305
Operating Expenses,	75	305
Net Earnings,	76	305

EARNINGS AND EXPENSES PER TOTAL REVENUE TRAIN MILE.

Total Transportation Earnings,	77	305
Operating Expenses,	78	305
Net Earnings,	79	305

EXPENSES PER TOTAL TRAIN MILE.

Repairs of Road,	80	306
New Rails,	81	306
Repairs of Bridges,	82	306
Repairs of Locomotives,	83	306
Fuel,	84	306
Oil and Waste,	85	306
Repairs of Passenger, Baggage and Mail Cars,	86	306
Repairs of Freight Cars,	87	306

REPAIRS.

Per Locomotive,	88	307
Per Passenger, Baggage and Mail Car,	89	307
Per Freight Car,	90	307

AVERAGES, ETC.

	Column	Page
Per Passenger; Average Distance travelled, . . .	91	307
Per Ton of Freight; Average Distance carried, . . .	92	307
Average Number of Passengers per Train Mile, . . .	93	307
Average Number of Tons of Freight per Train Mile, . . .	94	307

EARNINGS, EXPENSES, NET EARNINGS, ETC.

Passenger Earnings,	95	308
Freight Earnings,	96	308
Total Transportation Earnings,	97	308
Operating Expenses,	98	308
Net Earnings,	99	308
Per cent. Operating Expenses, to Transportation Earnings,	100	308

ABSTRACT OF STREET RAILWAY RETURNS.

CAPITAL STOCK, DEBT, ETC.								
STREET RAILWAYS.		1.—Capital Stock paid in.	2.—Number of Stock-holders.	3.—Funded Debt.	4.—Unfunded Debt.	5.—Gross Debt.	6.—Cash and Cash Assets.	7.—Net Debt.
1	Acushnet,	\$125,000 00	56	—	\$53,424 49	\$53,424 49	\$1,507 55	\$51,916 94
2	Albany Street Freight,	50,000 00	8	—	—	—	889 21	—
3	Arlington,	25,000 00	10	—	—	—	—	—
4	Brookton,	150,000 00	75	\$100,000 00	12,179 38	112,179 38	2,427 54	109,751 84
5	Black Rocks & Salisbury B'h,	9,000 00	6	—	—	—	2,134 07	—
6	Boston & Chelsea,	121,000 00	95	—	—	—	—	—
7	Boston Consolidated,	1,700,000 00	216	1,100,000 00	498,112 00	1,598,112 00	570,857 32	1,027,254 68
8	Cambridge,	1,950,000 00	216	750,000 00	57,417 72	807,417 72	69,992 51	737,425 21
9	Citizens',	100,000 00	27	—	71,490 29	71,490 29	19,845 87	51,644 42
10	East Middlesex,	200,000 00	51	—	131,250 24	131,250 24	7,070 00	124,180 24
11	Fitchburg,	60,000 00	22	—	11,929 62	11,929 62	3,478 51	8,451 11
12	Globe,	300,000 00	105	—	19,493 16	19,493 16	11,873 41	7,619 75
13	Gloucester,	60,000 00	11	34,000 00	96 00	84,096 00	2,546 62	31,549 38
14	Haverhill & Groveland,	144,000 00	68	—	6,500 00	6,500 00	1,239 06	5,260 94
15	Holyoke,	25,000 00	45	—	24,000 00	24,000 00	1,487 01	22,512 99
16	Hoosac Valley,	50,000 00	8	50,000 00	22,449 86	72,449 86	5,023 47	77,473 33
17	Lowell,	100,000 00	95	50,000 00	10,933 00	60,933 00	21,729 87	39,203 13
18	Lowell & Dracut,	38,850 00	56	—	53,875 07	53,875 07	—	53,875 07
19	Lynn & Boston,	300,000 00	125	425,000 00	80,531 69	505,531 69	24,140 00	481,391 69
20	Malden & Melrose,	165,500 00	51	—	—	—	—	—
21	Merrimack Valley,	50,000 00	33	—	10,000 00	10,000 00	938 00	9,062 00
22	Metropolitan,	2,000,000 00	260	1,457,442 12	146,025 64	1,603,467 76	99,506 41	1,503,961 35
23	Naumkeag,	250,000 00	50	300,800 00	234,879 18	535,679 18	133,215 61	402,463 54
24	Natick & Cohituate,	25,000 00	55	—	2,404 10	2,404 10	855 37	—
25	Newton,	—	—	—	—	—	—	—

26	New Bedford & Fairhaven, ¹	135,000 00	132	—	53,859 41	3,997 28	49,862 13
27	Newburyport & Amesbury,	60,000 00	15	50,000 00	64,916 40	1,706 92	63,209 48
28	Northampton,	50,000 00	11	—	5,000 00	6 19	4,993 81
29	North Woburn,	75,000 00	60	—	1,457 58	3,626 99	—
30	Onset,	13,520 00	20	—	—	1,352 67	—
31	Pittsfield,	43,110 00	47	—	10,847 84	5,686 79	5,161 05
32	Plum Island,	40,000 00	20	9,000 00	39,000 00	3,615 70	35,384 30
33	Salem & Danvers, ⁴	100,000 00	75	—	29,720 78	668 68	29,052 10
34	Somerville,	153,000 00	120	200,000 00	404,423 95	—	—
35	South Boston,	750,000 00	111	—	8,413 08	59,810 11	344,613 84
36	Springfield,	300,000 00	83	—	—	60,480 18	—
37	Suburban,	50,000 00	16	—	—	36,000 00	—
38	Taunton,	19,000 00	120	—	8,000 00	5,483 32	2,516 68
39	Union,	260,000 00	176	—	101,067 00	4,712 72	96,354 28
40	Waltham & Newton,	30,000 00	89	—	15,400 00	1,338 26	14,061 74
41	West End,	80,000 00	15	—	15,000 00	27,457 66	—
42	Winnisimmet,	50,000 00	43	—	163 50	286 85	—
43	Worcester, ³	40,000 00	8	28,000 00	73,585 67	8,010 52	93,575 15
44	Worcester Consolidated,	350,000 00	31	24,000 00	160,699 77	18,719 06	163,980 71
	Total, ⁶	\$10,096,980 00	2,638	\$4,550,242 12	\$1,897,465 78	\$1,189,687 44	\$5,268,020 46

¹ Consolidated with the New Bedford & Fairhaven April 30, under the name of the Union.² Consolidated with the Worcester May 31, under the name of the Worcester Consolidated.³ Consolidated with the Acushnet April 30, under the name of the Union.⁴ Purchased by the Naumkeag, and accounts merged in that company's April 19.⁵ Consolidated with the Citizens' May 31, under the name of the Worcester Consolidated.⁶ Acushnet, Citizens', New Bedford & Fairhaven, Salem & Danvers and Worcester Companies not included.⁷ Chartered by special act, ch 341 of 1886. Capital to be \$50,000, all of which has been subscribed in full, but none as yet paid in.⁸ There is a certificate issued for sixty-four shares of stock, but the company claim that it was issued without consideration and that it was signed without authority, and a suit has been commenced to test the validity of the certificate.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		COST OF ROAD, EQUIPMENT, ETC.					12.—Total Permanent Investments.		13.—Total Property and Assets.	
		8.—Road.	9.—Equipment.	10.—Land and Buildings.	11.—Other Property.					
1	Acushnet,	\$86,257 62	\$52,340 36	\$23,645 30	—	—	\$102,243 28	\$163,750 83		
2	Albany Street Freight,	49,066 29	—	—	—	—	49,066 29	49,955 50		
3	Arlington,	25,000 00	—	—	—	—	25,000 00	25,000 00		
4	Brockton,	169,242 80	48,183 64	36,815 48	—	—	254,241 42	256,068 96		
5	Black Rocks & Salisbury Beach,	5,866 33	2,400 00	380 00	—	—	8,646 33	10,780 40		
6	Boston & Chelsea,	121,000 00	—	—	—	—	121,000 00	121,000 00		
7	Boston Consolidated,	1,157,132 77	762,772 15	882,824 03	\$111,963 90	—	2,914,692 85	3,485,550 17		
8	Cambridge,	1,374,387 81	633,682 57	726,688 21	—	—	2,734,758 09	2,804,750 60		
9	Citizens,	96,622 95	39,322 62	16,127 64	—	—	132,073 21	171,919 08		
10	East Middlesex,	212,432 94	73,757 77	57,066 77	—	—	343,247 48	350,317 48		
11	Fitchburg,	53,732 66	14,442 42	5,557 78	—	—	73,732 86	77,211 37		
12	Globe,	205,118 48	64,757 00	57,538 13	—	—	327,413 61	339,287 02		
13	Gloucester,	44,191 81	27,949 95	17,338 04	—	—	89,479 80	92,026 42		
14	Haverhill & Groveland,	73,404 33	44,569 76	26,050 69	—	—	144,024 78	145,263 84		
15	Holyoke,	28,026 44	21,418 14	820 46	—	—	50,265 04	51,752 05		
16	Hoosac Valley,	94,217 15	13,914 00	7,100 00	—	—	115,231 15	120,254 62		
17	Lowell,	115,911 43	48,110 91	32,020 26	—	—	196,042 60	217,772 47		
18	Lowell & Dracut,	62,588 56	25,172 45	7,236 32	1,000 00	—	95,997 33	96,997 33		
19	Malden & Melrose,	480,670 81	202,718 12	151,655 67	—	—	835,044 60	859,181 60		
20	Merrimack Valley,	165,500 00	—	—	—	—	165,500 00	165,500 00		
21	Metropolitan,	30,000 00	18,500 00	35,600 00	—	—	84,100 00	85,038 00		
22	Metropolitan,	1,742,421 23	1,035,511 75	1,217,998 52	350,000 00	—	4,345,931 50	4,445,437 91		
23	Naumkeag,	473,802 48	122,425 91	90,820 13	—	—	687,048 52	830,264 16		
24	Natick & Cohituate,	21,550 00	6,900 00	4,000 00	—	—	32,450 00	33,305 37		
25	Newton,	—	—	—	—	—	—	—		

26	New Bedford & Fairhaven,	114,568 80	50,869 53	45,165 12	-	210,703 45	214,700 73
27	Newburyport & Amesbury,	80,761 43	29,325 85	19,781 69	-	129,868 97	131,575 89
28	Northampton,	36,000 00	9,117 50	4,700 00	-	49,817 50	49,823 69
29	North Woburn,	51,427 70	14,451 95	9,637 74	-	75,517 39	79,144 38
30	Onset,	6,189 34	6,896 30	356 82	-	13,442 46	14,795 13
31	Pittsfield,	28,228 02	13,329 35	5,497 45	-	47,054 82	52,741 61
32	Plum Island,	53,653 58	8,290 18	18,959 75	-	80,903 51	84,519 21
33	Salem & Danvers,	64,072 55	43,567 68	24,090 65	-	131,730 88	132,399 56
34	Somerville,	153,000 00	-	-	-	153,000 00	153,000 00
35	South Boston,	802,738 14	350,432 84	363,493 61	10,000 00	1,026,664 59	1,086,474 70
36	Springfield,	152,735 54	67,919 87	97,852 10	-	318,507 51	378,987 69
37	Suburban,	14,000 00	-	-	-	14,000 00	50,000 00
38	Taunton,	50,732 43	29,686 62	8,439 93	-	88,858 98	94,342 80
39	Union,	205,056 11	95,092 76	68,943 62	-	369,092 49	373,805 21
40	Waltham & Newton,	37,493 41	9,361 87	3,448 88	-	50,304 16	51,642 42
41	West End,	60,800 61	6,741 73	-	-	67,542 34	95,000 00
42	Winnisimmet,	50,000 00	-	-	-	50,000 00	50,286 85
43	Worcester,	106,438 86	54,123 01	47,323 78	-	207,885 65	215,896 17
44	Worcester Consolidated,	294,263 92	109,414 28	123,734 12	-	527,412 32	546,131 38
	Total,	\$8,285,333 55	\$3,917,247 64	\$4,082,356 20	\$172,963 90	\$16,757,901 29	\$17,947,588 73

! Acushnet, Citizens', New Bedford & Fairhaven, Salem & Danvers and Worcester Companies not included

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		PROPERTY ACCOUNTS: ADDITIONS AND REDUCTIONS DURING THE YEAR.					
		14. — Construction.	15. — Equipment.	16. — Other Prop- erty.	17. — Total Addi- tions.	18. — Reductions.	19. — Net Additions
1	Acushnet,	\$15,544 15	\$2,009 16	\$3,375 78	\$20,929 09	—	\$20,929 09
2	Albany Street Freight,	—	—	—	—	—	—
3	Arlington,	11,400 00	—	—	11,400 00	—	11,400 00
4	Brockton,	3,049 80	3,380 76	3,274 07	9,704 63	\$1,400 00	8,304 63
5	Black Rocks & Salisbury Beach,	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	—	—
7	Boston Consolidated,	122,942 00	86,179 53	66,825 61	275,947 14	8,856 70	267,090 44
8	Cambridge,	—	1,611 67	6,458 51	8,070 18	—	8,070 18*
9	Citizens',	1,180 87	9,988 79	1,377 76	12,547 42	—	12,547 42
10	East Middlesex,	178,822 94	64,467 91	52,007 94	295,298 79	470 00	294,828 79
11	Fitchburg,	4,130 39	6,069 23	1,272 20	11,471 82	2,950 91	8,520 91
12	Globe,	15,876 17	15,276 69	18,644 26	49,797 12	4,619 69	45,177 43
13	Gloucester,	7,280 97	2,656 75	1,362 98	11,300 70	3,272 70	8,028 00
14	Haverhill & Groveland,	2,882 88	5,088 63	2,431 69	10,403 20	10,160 75	242 45
15	Holyoke,	4,606 25	6,054 05	244 26	10,904 56	—	10,904 56
16	Hoosac Valley,	20,256 84	1,060 00	3,000 00	24,316 84	2,610 00	21,706 84
17	Lowell,	37,423 02	21,824 20	6,268 32	65,515 54	—	65,515 54
18	Lowell & Dracut,	61,033 88	25,172 45	8,236 32	94,442 65	—	94,442 65
19	Lynn & Boston,	33,289 15	17,633 33	13,814 98	64,737 46	10 00	64,727 46
20	Malden & Melrose,	90,780 48	—	—	90,780 48	—	90,780 48
21	Merrimack Valley,	10,000 00	10,500 00	5,600 00	26,100 00	—	26,100 00
22	Metropolitan,	98,890 38	74,395 00	78,189 51	251,474 89	—	251,474 89
23	Naumkeag,	226,415 91	8,123 57	38,722 58	273,261 46	1,375 00	271,886 46
24	Natick & Cohituate,	—	87 50	—	87 50	1,963 50	1,876 00*
25	Newton,	—	—	—	—	—	—

26	New Bedford & Fairhaven, ¹	3,143 72	970 00	5,876 08	9,989 80	9,989 80
27	Newburyport & Amesbury,	—	6,144 00	8,931 69	13,075 69	14,825 69
28	Northampton,	—	1,190 00	325 00	1,515 00	1,515 00
29	North Woburn,	115 75	6,199 29	1,212 09	7,527 15	7,442 15
30	Onset,	150 00	147 88	6 29	304 17	304 17
31	Pittsfield,	5,194 34	884 00	—	6,078 34	6,078 34
32	Plum Island,	53,653 58	8,290 18	18,959 75	80,903 51	80,903 51
33	Salem & Danvers, ⁴	2,812 14	161 46	—	2,973 60	2,973 60
34	Somerville,	—	—	—	—	—
35	South Boston,	—	50,706 10	13,737 67	64,443 77	55,324 47
36	Springfield,	49,576 14	21,346 81	19,898 97	90,821 92	90,821 92
37	Suburban,	14,000 00	—	—	14,000 00	14,000 00
38	Taunton,	28,732 43	15,686 62	1,439 93	45,858 98	45,858 98
39	Union, ³	4,129 69	1,218 00	133 20	5,480 89	5,854 247
40	Waltham & Newton,	—	637 50	—	637 50	637 50
41	West End,	60,800 61	6,741 73	—	67,542 34	67,542 34
42	Winnisimmet,	—	—	—	—	—
43	Worcester, ²	1,757 98	6,304 06	4,364 05	12,426 09	12,426 09
44	Worcester Consolidated, ⁵	197,640 97	70,091 66	107,606 48	375,339 11	375,339 11

¹ From Oct. 1, 1886, to April 30, 1887.

² From Oct. 1, 1886, to May 31, 1887.

³ From Oct. 1, 1886, to April 30, 1887.

⁴ From Oct. 1, 1886, to April 19, 1887.

⁵ See memoranda on page 250

⁶ From May 1, 1887, to Sept. 30, 1887.

⁷ From June 1, 1887, to Sept. 30, 1887.

⁸ Reduction.

⁹ Under construction.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		REVENUE FOR THE YEAR.					
		20.—Passengers.	21.—Banks.	22.—Mail and Express.	23.—Sales of Manure.	24.—Other Sources.	25.—Total Income.
1	Acushnet, ¹	\$21,036 46	—	—	\$477 47	\$100 00	\$21,613 93
2	Albany Street Freight,	7 —	—	—	—	1,623 00	1,623 00
3	Arlington,	—	\$816 00	—	—	—	816 00
4	Brockton,	68,308 51	—	—	592 50	177 50	69,078 51
5	Black Rocks & Salisbury Beach,	5,945 09	—	—	—	—	5,945 09
6	Boston & Chelsea,	—	7,260 00	—	—	—	7,260 00
7	Boston Consolidated,	1,094,410 26	10,631 05	—	7,271 08	3,025 00	1,115,337 39
8	Cambridge,	788,874 18	1,923 31	—	8,311 01	3,993 75	803,102 25
9	Citizens', ²	37,288 05	—	\$240 00	44 46	—	37,332 51
10	East Middlesex,	24,784 16	—	—	309 02	298 10	25,631 28
11	Fitchburg,	23,077 35	—	—	162 11	192 30	23,431 76
12	Globe,	120,970 76	—	—	1,316 65	76 10	122,363 51
13	Gloucester,	32,286 84	—	—	300 50	787 25	33,374 59
14	Haverhill & Groveland,	51,422 97	—	—	643 50	697 50	52,663 97
15	Holyoke,	25,460 41	—	—	274 87	203 40	25,938 68
16	Hoosac Valley,	17,395 76	—	—	148 16	138 71	17,776 71
17	Lowell,	97,634 04	—	91 08	1,225 00	2,172 01	101,031 05
18	Lowell & Dracut,	10,028 49	—	—	—	—	10,028 49
19	Lynn & Boston,	457,234 02	780 52	—	3,127 04	1,500 00	462,641 58
20	Malden & Melrose,	—	—	—	—	—	—
21	Merrimack Valley,	56,726 61	—	—	500 00	200 00	57,426 61
22	Metropolitan,	2,113,131 56	39,940 34	—	8,316 05	38,860 07	2,200,248 02
23	Naumkeag, ³	179,464 81	665 79	—	2,099 01	432 35	182,661 96
24	Natick & Cohasset,	13,718 19	—	362 55	160 00	157 35	14,398 09
25	Newton,	—	—	—	—	—	—

26	New Bedford & Fairhaven,*	36,807 09	—	361 00	1,212 81	200 00	38,680 90
27	Newburyport & Amesbury,	31,381 85	—	—	353 61	948 64	32,684 10
28	Northampton,	14,302 03	—	214 00	200 00	—	14,716 03
29	North Woburn,	11,847 89	13 69	119 79	184 56	498 16	12,664 09
30	Onset,	2,935 28	—	48 40	—	379 94	3,363 62
31	Pittsfield,	15,347 24	—	—	200 00	—	15,547 24
32	Plum Island,	8,262 90	—	—	—	1,267 50	9,530 40
33	Salem & Danvers,*	20,780 19	—	—	379 17	144 00	21,303 36
34	Somerville,	—	9,180 00	—	—	—	9,180 00
35	South Boston,	539,439 84	2,294 77	—	1,622 83	2,975 17	546,332 61
36	Springfield,	109,957 08	—	—	726 11	5,714 62	116,397 81
37	Suburban,	"	—	—	—	—	—
38	Taunton,	32,917 96	—	—	—	—	32,917 96
39	Union,*	62,564 21	—	78 50	506 42	171 37	63,320 50
40	Waltham & Newton,	12,962 22	—	50 00	100 00	—	13,112 22
41	West End,	"	—	—	—	—	—
42	Winnisimmet,	—	3,000 00	—	—	—	3,000 00
43	Worcester,*	59,357 74	1,615 05	—	632 78	478 25	62,078 77
44	Worcester Consolidated,*	69,604 53	—	—	733 69	731 99	71,070 21
	Total,	\$6,269,666 57	\$78,120 52	\$1,568 32	\$42,030 96	\$68,139 03	\$6,459,524 80

* From Oct. 1, 1886, to April 30, 1887.

* From Oct. 1, 1886, to May 31, 1887.

* From Oct. 1, 1886, to April 30, 1887.

* From Oct. 1, 1886, to April 19, 1887.

* From May 1, 1887, to Sept. 30, 1887.

* From June 1, 1887, to Sept. 30, 1887.

† Used only for freight.

* Leased to and operated by the Cambridge.

* Leased to and operated by the Lynn & Boston.

* Leased to and operated by the Boston Consolidated.

† Road not completed and not in operation.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		STREET RAILWAYS.	EXPENSES FOR THE YEAR.							33.—Providence.
			26.—Repairs of Road-bed and Track.	27.—Repairs of Equipment.	28.—Repairs of Buildings.	29.—Renewal of Horses.	30.—Salaries, etc., General Office.	31.—Wages, etc., Employees.		
1		Acushnet, ¹	\$244 75	\$2,895 74	—	—	—	\$2,024 90	\$15,169 35	\$9,597 46
2		Albany Street Freight,	47 22	—	—	—	—	150 00	—	—
3		Arlington,								
4		Brockton,	1,885 38	3,458 84	\$96 63	\$1,067 00	5,470 18	26,006 73	26,006 73	14,926 29
5		Black Rocks & Salisbury B'h.,	275 35	368 29	—	—	—	2,297 93	1,046 58	248 90 ²
6		Boston & Chelsea,								
7		Boston (consolidated,	13,680 90	73,463 12	6,365 65	46,706 00	26,776 00	465,848 68	465,848 68	172,854 43
8		Cambridge,	27,277 16	71,002 56	10,104 48	34,060 70	18,549 95	333,120 90	333,120 90	117,512 60
9		Citizens', ³	38 90	2,744 73	92 65	582 50	2,042 00	13,187 80	13,187 80	8,412 24
10		East Middlesex,	2,062 72	1,283 91	98 51	520 00	1,818 12	9,107 30	9,107 30	4,463 18
11		Fitchburg,	678 06	1,075 20	124 30	—	1,904 19	8,154 02	8,154 02	3,745 70
12		Globe,	3,843 11	8,035 92	951 26	3,120 12	5,500 00	42,824 00	42,824 00	17,640 53
13		Gloucester,	1,630 51	2,284 87	—	—	1,577 49	15,234 73	15,234 73	7,699 83
14		Haverhill & Groveland,	4,580 74	5,750 21	652 21	1,390 75	2,350 00	22,597 71	22,597 71	13,030 49
15		Holyoke,	1,598 70	1,968 98	180 34	545 00	1,175 00	10,505 27	10,505 27	5,650 99
16		Hoosac Valley,	2,332 63	927 96	—	—	—	6,819 83	6,819 83	3,811 34
17		Lowell,	7,586 32	7,135 94	1,157 29	1,685 16	4,099 90	41,046 65	41,046 65	13,128 86
18		Lowell & Dracut,		42 54	—	—	700 00	4,470 09	4,470 09	698 12
19		Lynn & Boston,	30,018 99	42,533 61	2,932 34	17,592 00	11,498 61	182,500 92	182,500 92	59,700 39
20		Malden & Melrose,								
21		Merrimack Valley,	2,569 72	5,054 01	331 78	1,740 00	2,000 00	18,862 73	18,862 73	7,564 09
22		Metropolitan,	60,946 03	164,441 75	49,299 58	78,620 00	27,849 90	959,659 67	959,659 67	288,686 68
23		Namkeag,	4,079 51	9,701 35	515 32	6,000 50	6,822 94	65,700 42	65,700 42	30,623 97
24		Natick & Cohituate,	1,560 76	—	—	215 00	1,100 00	3,337 79	3,337 79	2,146 56
25		Newton,	—	—	—	—	—	—	—	—

26	New Bedford & Fairhaven, ³	1,920 31	3,481 34	246 02	-	1,936 69	20,190 89	11,347 70
27	Newburyport & Amesbury,	12,541 17	1,766 17	15 88	-	635 57	11,410 92	6,146 49
28	Northampton,	1,958 94	1,426 89	132 04	773 75	1,000 00	3,571 25	2,418 28
29	North Woburn,	784 83	445 56	32 95	239 00	977 87	4,231 13	1,886 57
30	Onset,	264 79	143 87	-	-	150 00	1,501 73	191 29 ⁷
31	Pittsfield,	1,025 00	757 67	163 74	750 00	2,560 00	7,465 76	4,495 94
32	Plum Island,	-	-	-	-	-	2,469 53	460 61
33	Salem & Danvers, ⁴	100 55	1,105 09	59 53	-	1,234 94	10,530 23	3,930 90
34	Somerville,	-	-	-	-	-	-	-
35	South Boston,	25,160 85	40,852 07	2,974 90	30,054 07	9,264 44	216,678 22	80,443 38
36	Springfield,	4,906 61	9,191 37	519 64	3,132 50	5,760 00	37,203 43	18,663 00
37	Suburban,	-	-	-	-	-	-	-
38	Taunton,	2,342 05	3,814 17	-	352 25	1,700 00	9,178 23	6,408 94
39	Union, ⁵	2,039 21	4,538 58	129 16	-	1,779 86	24,253 35	11,985 74
40	Waltham & Newton,	1,068 43	379 87	-	-	945 00	4,322 34	2,150 13
41	West End,	-	-	-	-	-	-	-
42	Winnimmet,	-	-	-	-	-	-	-
43	Worcester, ²	4,745 04	5,436 45	885 52	1,044 16	2,929 17	19,203 98	10,336 55
44	Worcester Consolidated, ⁶	2,617 11	5,223 12	1,005 71	4,091 75	2,226 00	20,771 74	8,657 77
Total,		\$228,612 35	\$482,731 25	\$79,067 38	\$234,302 21	\$158,806 65	\$2,638,183 40	\$952,265 94

¹ From Oct. 1, 1886, to April 30, 1887.² From Oct. 1, 1886, to May 31, 1887.³ From Oct. 1, 1886, to April 30, 1887.⁴ From Oct. 1, 1886, to April 19, 1887.⁵ From May 1, 1887, to Sept. 30, 1887.⁶ From June 1, 1887, to Sept. 30, 1887.⁷ Coal, wood and water for dummy engine.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		EXPENSES FOR THE YEAR — Concluded.						
		33.—Taxes.	34.—Rents.	35.—Insurance.	36.—Injuries to Persons and Property.	37.—Other Expenses.	38.—Total Expenses.	39.—Percentage Expenses to Earnings.
1	Acushnet, ¹	\$921 36	—	—	—	\$6,957 65	\$87,811 21	175
2	Albany Street Freight,	164 80	—	—	—	1,092 62	1,454 64	—
3	Arlington,	—	—	—	—	—	—	—
4	Brockton,	5,328 97	—	—	—	—	—	—
5	Black Rocks & Salisbury Beach,	139 60	—	\$1,150 20	\$4,803 16	3,488 01	67,690 39	98
6	Boston & Chelsea.	—	\$455 00	—	—	507 47	5,339 12	—
7	Boston Consolidated,	27,707 55	1,669 04	6,737 16	20,227 34	68,594 17	980,630 04	83
8	Cambridge,	37,698 28	13,283 15	4,046 28	14,925 90	31,369 22	712,951 18	89
9	Citizens',	23 44	1,580 00	340 64	—	6,693 79	35,738 69	96
10	East Middlesex,	623 27	43 54	427 63	5 50	2,840 64	23,294 32	91
11	Fitchburg,	171 97	—	148 00	871 40	2,309 50	19,182 34	75
12	Globe,	5,981 62	—	2,460 85	812 05	8,138 11	99,307 57	88
13	Gloucester,	1,039 59	—	229 12	10 25	2,378 70	32,093 84	96
14	Haverhill & Groveland,	469 24	—	262 42	—	3,071 84	54,165 86	103
15	Holyoke,	299 73	—	134 98	—	1,386 67	23,445 66	90
16	Hoosac Valley,	126 91	—	178 25	128 00	1,365 03	15,689 95	88
17	Lowell,	1,764 12	—	891 83	220 00	6,832 01	85,548 08	84
18	Lowell & Dracut,	—	—	369 48	10 00	466 00	6,756 23	67
19	Lynn & Boston,	6,982 20	23,271 32	3,105 39	5,032 92	22,479 21	407,647 90	88
20	Malden & Melrose,	—	—	1,094 33	751 29	1,166 27	42,397 74	74
21	Merrimack Valley,	70,562 10	7,410 22	12,939 21	35,731 38	105,283 69	1,861,430 21	85
22	Metropolitan,	2,587 77	325 60	2,173 79	3,029 75	7,496 29	139,057 21	76
23	Naumkeag,	—	—	98 02	—	417 00	9,256 05	64
24	Natick & Cochituate,	380 92	—	—	—	—	—	—
25	Newton,	—	—	—	—	—	—	—

26	New Bedford & Fairhaven, ²	1,337 95	-	70 25	623 00	2,878 91	44,032 56	114
27	Newburyport & Amesbury,	260 40	-	670 99	272 61	6,117 19	39,837 34	122
28	Northampton,	67 39	-	114 00	-	1,395 62	12,837 66	88
29	North Woburn,	510 75	-	303 13	45 85	1,005 06	10,482 70	83
30	Onset,	-	-	67 52	-	1 00	2,320 20	-
31	Pittsfield,	153 20	-	231 48	-	999 88	18,602 67	119
32	Plum Island,	-	-	127 50	-	953 55	4,011 19	-
33	Salem & Danvers, ⁴	292 47	239 66	375 97	-	1,853 36	19,722 70	93
34	Somerville,	-	-	-	-	-	-	-
35	South Boston,	19,925 46	10,990 43	3,005 64	25,688 97	31,403 52	496,441 95	91
36	Springfield,	3,610 32	-	456 83	801 00	1,831 56	86,076 26	74
37	Suburban,	-	-	-	-	-	-	-
38	Taunton,	903 22	-	425 27	-	3,153 71	28,477 84	87
39	Union, ³	577 68	-	1,164 31	31 31	2,804 53	49,303 73	78
40	Waltham & Newton,	38 88	-	101 00	-	2,888 33	11,393 98	87
41	West End,	-	-	-	-	-	-	-
42	Winnisimmet,	-	-	-	-	-	-	-
43	Worcester, ²	1,254 48	-	565 00	5 00	7,782 18	54,787 53	88
44	Worcester Consolidated, ⁴	3,142 50	77 78	7 50	240 98	3,065 57	51,127 53	72
Total,		\$196,311 66	\$59,345 74	\$44,482 97	\$114,286 66	\$351,967 86	\$5,540,364 07	86

¹ From Oct. 1, 1886, to April 30, 1887.² From Oct. 1, 1886, to May 31, 1887.³ From Oct. 1, 1886, to April 30, 1887.⁴ From Oct. 1, 1886, to April 19, 1887.⁵ From May 1, 1887, to Sept. 30, 1887.⁶ From June 1, 1887, to Sept. 30, 1887.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		NET INCOME, INTEREST, DIVIDENDS, ETC.						
		40. — Net Income.	41. — Interest Accrued.	42. — Dividends Declared.	43. — Per Cent.	44. — Balance for the Year.	45. — Surplus last Year.	46. — Surplus Sept. 30, 1888.
1	Acushnet,	\$16,197 28 ³	\$125 00	—	—	78,16,322 28 ³	\$1,648 62	78,14,673 66 ¹
2	Albany Street Freight,	168 36	—	—	—	168 36	212 86 ¹	44 50 ¹
3	Arlington,	816 00	—	\$816 00	6	—	—	—
4	Brookton,	1,388 12	7,144 70	9,000 00	6	14,756 58 ¹	9,246 16	5,510 42 ¹
5	Black Rocks & Salisbury Beach,	605 97	—	900 00	10	294 03 ¹	2,074 43	1,780 40
6	Boston & Chelsea,	7,260 00	—	7,260 00	6	—	—	—
7	Boston Consolidated,	184,707 35	70,885 22	136,000 00	8	22,177 87 ¹	209,616 04	187,438 17
8	Cambridge,	90,151 07	37,506 08	48,750 00	24 ¹	3,894 99	43,437 89	47,332 88
9	Citizens',	1,593 82	1,228 08	3,000 00	3	2,634 26 ¹	3,063 05	428 79
10	East Middlesex,	2,336 96	—	990 00	3	1,346 96	17,720 28	19,067 24
11	Fitchburg,	6,249 42	122 56	2,400 00	4	3,726 86	11,554 89	5,281 75
12	Globe,	23,055 94	1,060 54	17,500 00	64 ³	4,495 40	115,208 46	19,793 86
13	Gloucester,	1,280 75	1,194 57	1,800 00	34 ¹	1,713 82 ¹	13,555 76 ¹	2,069 58 ¹
14	Haverhill & Groveland,	1,501 89 ¹	1,477 76	—	—	2,979 65 ¹	22,256 51 ¹	5,236 16 ¹
15	Holyoke,	2,493 02	489 14	1,000 00	4	1,003 88	1,748 17	2,752 05
16	Hoosac Valley,	2,086 76	4,282 00	—	—	2,195 24 ¹	—	2,195 24 ¹
17	Lowell,	15,482 97	583 90	5,994 00	6	8,905 07	47,934 40	56,839 47
18	Lowell & Dracut,	3,272 26	—	—	—	3,272 26	—	3,272 26
19	Lynn & Boston,	54,993 68	22,670 50	24,000 00	8	8,323 18	745,329 73	53,652 91
20	Malden & Melrose,	—	—	—	—	—	—	—
21	Merrimack Valley,	15,028 87	—	3,000 00	6	12,028 87	13,009 13	25,038 00
22	Metropolitan,	338,817 81	69,500 00	200,000 00	10	69,317 81	772,652 34	841,970 15
23	Naumkeag,	43,604 75	18,956 97	24,100 00	21	547 78	34,037 20	34,384 98
24	Natick & Cohituate,	5,142 04	215 29	1,500 00	6	3,426 75	192,474 52	5,901 27
25	Newton,	—	—	—	—	—	—	—

26	New Bedford & Fairhaven,	5,451 60 ¹	913 70	4,050 00	3	\$10,415 36 ¹	36,256 68	\$25,841 32
27	Newburyport & Amesbury,	7,153 24 ¹	2,478 26	—	—	9,631 50 ¹	16,390 99	6,659 49
28	Northampton,	1,868 37	—	—	—	1,868 37	7,034 68 ¹	5,176 31 ¹
29	North Woburn,	2,181 39	—	—	—	2,181 39	605 41	2,686 80
30	Onset,	1,043 42	—	780 00	6	263 42	1,011 71	1,275 13
31	Pittsfield,	3,055 43 ¹	—	—	—	3,055 43 ¹	1,839 20	1,216 23 ¹
32	Plum Island,	5,519 21	—	—	—	5,519 21	—	5,519 21
33	Salem & Danvers,	1,580 66	824 50	—	—	\$756 16	1,922 62	\$2,678 78
34	Somerville,	9,180 00	—	9,180 00	6	—	\$98,236 74 ¹	67,949 25 ¹
35	South Boston,	49,890 66	19,603 17	—	—	16,714 88	53,859 73	70,574 61
36	Springfield,	30,321 55	606 67	13,000 00	8 ¹	—	—	—
37	Suburban,	—	—	2,400 00	6 ¹	1,840 12	5,502 18	7,342 30
38	Taunton,	4,440 12	200 00	—	—	11,037 45	\$1,700 76	12,738 21
39	Union,	14,016 77	2,979 32	—	—	1,718 24	4,524 18	6,242 42
40	Waltham & Newton,	—	—	—	—	—	—	—
41	West End,	3,000 00	—	3,000 00	6	\$3,545 62	123 35	123 35
42	Winnisimmet,	7,291 24	3,745 62	—	—	\$7,457 20	70,764 88	\$74,310 50
43	Worcester,	19,942 68	1,985 48	10,500 00	3	—	3,974 41	\$11,431 61
44	Worcester Consolidated,	—	—	—	—	—	—	—
	Total,	\$919,160 73	\$270,779 03	\$530,920 00	5.26	\$117,461 70	\$1,311,024 86	\$1,402,900 83

Deficit.

- ¹ Two per cent. on \$200,000; 4½ per cent. on \$300,000 capital stock.
² On \$33,000 capital stock.
³ Six per cent. on \$13,000 of capital stock.
⁴ Four per cent. on \$150,000 Jan. 1, 1887, and 4 per cent. on \$175,000 capital stock July 1, 1887.
⁵ On \$40,000 of capital stock.
⁶ From Oct. 1, 1886, to April 19, 1887.
⁷ From Oct. 1, 1886, to May 31, 1887.
⁸ From June 1, 1887, to Sept. 30, 1887.
⁹ From Oct. 1, 1886, to April 30, 1887.
¹⁰ From Oct. 1, 1886, to April 30, 1887.
¹¹ From May 1, 1887, to Sept. 30, 1887.
¹² From Oct. 1, 1887, to Sept. 30, 1887.
¹³ \$1,610.91 deducted for depreciation in property accounts.
¹⁴ \$1,619.69 deducted for depreciation in property accounts.
¹⁵ \$2,854 deducted for depreciation in property accounts.
¹⁶ Surplus Sept. 30, 1886, \$1,563.49 less depreciation charge in 1887 of \$3,820.

17 \$4,250 added for premium on bonds sold.

- ¹⁸ \$1,638 deducted for depreciation in property accounts.
¹⁹ Surplus, as stated, \$286,866 18
 Deduct Reed defalcation, 10,000 09
 Less amount realized on bond, 10,000 09
 \$216,866 18
 Expense of strike, 10,302 73
 Depreciation on horses, 2,212 50
 229,381 41
 Balance, \$159,422 22
 Less correction of fraudulent entries made by former treasurer, 61,185 48
 Deficit, \$98,236 74
²⁰ \$9,466.90 deducted for equalization of stock and revaluation of horses.
²¹ Six per cent. on \$250,000, and 13 per cent. on \$70,000 capital stock.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS	EQUIPMENT.				LENGTH OF ROAD.	
	47.—Cars.	48.—Other Vehicles.	49.—Horses.	50.—Harnesses.	51.—Main Line.	52.—Siding.
						53.—Total Length.
1 Acushnet,	38	—	146	30	7.125	.868
2 Albany Street Freight,	—	—	—	—	.856	.076
3 Arlington,	—	—	—	—	1.576	—
4 Brockton,	32	3	141	33	10.566	.896
5 Black Rocks & Salisbury Beach,	5	—	9	—	1.694	.095
6 Boston & Chelsea,	—	—	—	—	4.116	.038
7 Boston Consolidated,	400	11	1,955	488	45.245	3.563
8 Cambridge,	327	19	1,684	522	54.328	2.461
9 Citizens',	23	—	118	12	6.595	.632
10 East Middlesex,	57	3	158	52	14.916	.864
11 Fitchburg,	9	—	43	16	4.109	.163
12 Globe,	61	5	230	60	13.127	3.270
13 Gloucester,	13	—	76	45	4.140	.370
14 Haverhill & Groveland,	38	5	106	50	12.558	1.306
15 Holyoke,	15	—	54	13	3.580	.829
16 Hoosac Valley,	8	2	31	16	5.953	.211
17 Lowell,	46	7	189	36	10.998	1.084
18 Lowell & Dracut,	16	—	78	20	8.172	.341
19 Lynn & Boston,	195	8	791	230	42.599	2.709
20 Malden & Melrose,	—	—	—	—	6.287	.473
21 Merrimack Valley,	27	—	106	• 20	7.550	.900
22 Metropolitan,	764	20	3,720	1,046	85.290	7.522
23 Naumkeag,	107	23	362	150	30.860	3.749
24 Natick & Cochituate,	7	5	19	5	3.000	.200
25 Newton,	—	—	—	—	—	—

26	New Bedford & Fairhaven, ²	46	3	157	39	9,277	.816	10,098
27	Newburyport & Amesbury,	16	4	58	28	6,600	.200	6,800
28	Northampton,	9	3	33	5	3,200	.030	3,230
29	North Woburn,	13	2	28	9	4,720	.100	4,820
30	Onset,	6	—	10	—	1,300	.125	1,425
31	Pittsfield,	8	—	40	16	3,300	.320	3,620
32	Plum Island,	10	1	11	8	5,200	.400	5,600
33	Salem & Danvers, ⁴	24	2	117	30	9,027	.480	9,507
34	Somerville,	—	—	—	—	4,879	.526	5,405
35	South Boston,	226	—	1,087	320	13,015	.205	13,220
36	Springfield,	46	10	198	45	13,430	.310	13,740
37	Suburban,	—	—	—	—	—	—	—
38	Taunton,	23	4	83	24	7,000	.335	7,335
39	Union, ⁵	82	3	276	64	16,402	1.684	18,086
40	Waltham & Newton,	8	5	20	6	3,211	.190	3,401
41	West End,	—	—	—	—	—	—	—
42	Winnisimmet,	—	—	—	—	1,883	.073	1,956
43	Worcester, ¹	31	—	159	30	6,631	.372	7,003
44	Worcester Consolidated, ⁶	58	5	297	44	14,611	1.196	15,807
Total, ⁷		2,633	148	11,874	3,371	470,271	36.814	507,085

¹ From Oct. 1, 1886, to April 19, 1887.² From Oct. 1, 1886, to May 31, 1887.³ From June 1, 1887, to Sept. 30, 1887.⁴ From Oct. 1, 1886, to April 30, 1887.⁵ From Oct. 1, 1886, to April 30, 1887.⁶ From May 1, 1887, to Sept. 30, 1887.⁷ Acushnet, Citizens', New Bedford & Fairhaven, Salem & Danvers and Worcester Companies not included.⁸ One electric motor car in process of construction.⁹ One dummy engine.¹⁰ Two Baldwin Noiseless Street-Car Motors.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS	MILEAGE, ETC.				ACCIDENTS.	
		54. — Miles run.	55. — Passengers Carried.	56. — Round Trips.	57. — Average No. of Passengers per Round Trip	58. — Persons Employed.	59. — Fatal. 60. — Injured.
1	Acushnet,	155,860	418,334	27,471	15	49	- - -
2	Albany Street Freight,	-	-	-	-	-	- - -
3	Arlington,	-	-	-	-	-	- 1 -
4	Brockton,	271,620	1,218,932	21,621	56	48	- - -
5	Black Rocks & Salisbury B'h,	4,850	71,700	1,280	-	7	- - -
6	Boston & Chelsea,	-	-	-	-	-	- 14 -
7	Boston Consolidated,	3,352,058	22,834,215	398,200	57	943	- 12 -
8	Cambridge,	2,663,502	14,918,663	323,618	46	600	- - -
9	Citizens',	136,827	771,303	29,803	26	46	- - -
10	East Middlesex,	86,992	347,297	15,984	22	53	- 12 -
11	Fitchburg,	84,918	418,707	17,625	24	23	- 2 -
12	Globe,	414,288	2,470,783	100,769	24	82	- - -
13	Gloucester,	123,685	611,122	20,324	80	32	- - -
14	Haverhill & Groveland,	174,381	829,294	30,071	27	38	- - -
15	Holyoke,	101,299	491,905	22,123	22	24	- 1 -
16	Hoosac Valley,	70,080	347,294	5,840	59	13	- - -
17	Lowell,	311,049	1,994,565	311,049	64	90	- - -
18	Lowell & Dracut,	60,000	18,180	13,726	14	40	- - -
19	Lynn & Boston,	1,422,884	8,671,119	164,016	53	327	- 10 -
20	Malden & Melrose,	-	-	-	-	-	- 1 -
21	Merrimack Valley,	212,262	992,543	47,450	21	45	- 50 -
22	Metropolitan,	7,081,634	42,970,289	1,101,407	39	1,733	- 7 -
23	Namkeag,	488,686	3,365,846	79,121	43	150	- - -
24	Natick & Cohituate,	39,918	226,980	6,553	34	7	- - -
25	Newton,	-	-	-	-	-	- - -

26	New Bedford & Fairhaven, ²	222,259	749,363	51,792	15	50	2
27	Newburyport & Amesbury,	98,721	479,752	7,491	64	27	—
28	Northampton,	46,520	184,485	7,269	25	10	—
29	North Woburn,	45,285	226,362	8,881	25	10	—
30	Onset,	2,998	32,231	1,489	—	7	—
31	Pittsfield,	40,840	310,640	6,805	45	15	—
32	Plum Island,	22,600	117,140	2,260	—	10	—
33	Salem & Danvers, ⁴	116,352	334,864	9,600	35	37	—
34	Somerville,	—	—	—	—	—	—
35	South Boston,	1,606,057	11,085,052	243,183	46	435	7
36	Springfield,	372,656	2,135,016	77,943	27	92	8
37	Suburban,	—	—	—	—	—	—
38	Taunton,	190,790	685,501	33,111	27	28	—
39	Union, ⁶	244,484	1,344,693	55,874	24	103	1
40	Waltham & Newton,	38,338	256,939	6,969	43	8	—
41	West End,	—	—	—	—	—	—
42	Winnimmet,	—	—	—	—	—	—
43	Worcester, ³	178,816	1,236,349	34,662	36	60	—
44	Worcester Consolidated, ⁵	203,342	1,450,870	38,127	38	122	—
	Total, ⁷	20,625,846	124,787,328	3,222,607	39	5,222	123

¹ From Oct. 1, 1886, to April 30, 1887.² From Oct. 1, 1886, to May 31, 1887.³ From Oct. 1, 1886, to April 30, 1887.⁴ From Oct. 1, 1886, to April 19, 1887.⁵ From May 1, 1887, to Sept. 30, 1887.⁶ From June 1, 1887, to Sept. 30, 1887.⁷ Acushnet, Citizens', New Bedford & Fairhaven, Salem & Danvers and Worcester Companies not included

COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS.

		PER MILE OF ROAD OWNED.			PER MILE OF ROAD OPERATED.			
		61.—Capital Stock Paid In	62.—Net Debt	63.—Cost of Construction	64.—Cost of Equipment	65.—Repairs of Road-bed and Track	66.—Repairs of Equipment	67.—Renewals Horses
1	Acushnet,	\$17,543 86	\$7,286 59	\$12,106 33	\$6,993 63	\$32 70	\$386 92	-
2	Albany Street Freight,	58,411 20	-	57,320 40	-	-	-	-
3	Arlington,	15,862 94	-	15,862 94	-	-	-	-
4	Brockton,	14,196 48	10,387 26	16,017 63	4,560 25	178 44	327 36	\$100 98
5	Black Rocks & Salisbury B'h,	-	-	-	-	-	-	-
6	Boston & Chelsea,	29,397 47	-	29,397 47	-	-	-	-
7	Boston Consolidated,	37,573 21	22,704 27	25,574 82	12,407 44	222 54	1,194 97	759 73
8	Cambridge,	35,893 09	13,573 58	25,297 96	10,111 74	435 26	1,133 00	543 51
9	Citizens',	15,163 00	7,830 84	14,650 94	4,429 72	4 38	309 20	65 62
10	East Middlesex,	13,408 42	8,352 30	14,241 28	4,442 97	124 25	77 31	31 32
11	Fitchburg,	14,602 09	205 67	13,076 82	3,514 83	165 02	261 67	-
12	Globe,	22,853 66	580 46	15,625 69	4,933 11	292 76	612 16	237 68
13	Gloucester,	14,492 75	7,620 62	10,674 85	6,751 20	303 84	551 90	110 75
14	Haverhill & Groveland,	11,466 79	418 93	5,845 22	3,549 11	304 77	457 89	152 23
15	Holyoke,	6,983 24	6,288 54	7,828 61	5,982 72	446 56	550 00	153 22
16	Hoosac Valley,	8,399 13	13,014 17	15,826 84	2,337 31	391 84	155 88	-
17	Lowell,	9,092 56	3,564 51	10,539 32	4,374 51	689 79	648 84	-
18	Lynn & Dracut,	4,754 04	6,592 64	7,658 90	3,080 33	-	-	-
19	Lynn & Boston,	7,042 42	11,300 54	11,283 62	3,859 39	540 63	706 01	316 82
20	Malden & Melrose,	26,324 16	-	26,324 16	-	-	-	-
21	Merrimack Valley,	6,622 60	1,200 26	3,973 51	2,450 33	340 86	669 40	230 46
22	Metropolitan,	23,449 41	17,633 50	20,429 37	11,394 90	670 66	1,809 54	865 14
23	Namkeag,	8,101 10	13,041 59	15,353 20	3,967 14	132 20	314 37	194 44
24	Natick & Cohituate,	8,333 34	516 24	7,183 34	2,300 00	520 25	-	71 67
25	Newton,	-	-	-	-	-	-	-

26	New Bedford & Fairhaven,	14,552 11	5,374 81	12,360 54	5,483 40	206 99	375 26	-
27	Newburyport & Amesbury,	9,090 91	9,577 19	12,236 58	4,443 31	1,900 18	267 60	-
28	Northampton,	15,625 00	1,560 57	11,250 00	2,849 22	612 17	445 75	241 78
29	North Woburn,	15,889 83	-	10,895 70	3,061 85	166 28	94 40	54 87
30	Onset,	-	-	-	-	-	-	-
31	Pittsfield,	13,068 64	1,563 95	8,553 95	4,049 20	310 61	229 60	227 27
32	Plum Island,	-	-	-	-	-	-	-
33	Salem & Danvers,	11,077 88	3,218 36	7,097 88	3,144 09	7 26	79 75	4 30
34	Somerville,	31,358 90	-	31,358 90	-	-	-	-
35	South Boston,	57,625 82	26,478 21	23,260 71	17,829 20	1,280 12	2,078 46	1,529 08
36	Springfield,	22,338 05	-	11,372 71	5,057 32	365 35	684 39	233 25
37	Suburban,	-	-	-	-	-	-	-
38	Taunton,	11,285 71	359 53	7,247 49	4,240 94	363 15	544 88	50 32
39	Union,	15,851 72	5,874 54	12,501 90	5,797 63	124 32	276 71	-
40	Waltham & Newton,	9,342 88	4,379 24	11,676 55	2,915 56	332 74	118 30	-
41	West End,	-	-	-	-	-	-	-
42	Winnismet,	26,550 55	-	26,550 55	-	-	-	-
43	Worcester,	6,032 27	14,111 77	16,051 67	8,162 11	715 58	819 85	157 47
44	Worcester Consolidated,	23,954 55	11,359 98	20,139 89	7,488 49	179 12	357 48	280 05
	Average,	\$21,432 94	\$11,187 28	\$17,628 37	\$7,961 89	\$464 66	\$981 16	\$476 22

COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS.	GROSS INCOME.				EXPENSES.	
		68. — Per Mile Operated.	69. — Per Round Trip.	70. — Per Mile Run.	71. — Per Passenger Carried.	72. — Per Mile Operated.	73. — Per Round Trip.
1	Acushnet.	\$2,888 02	\$0 78	\$0.1386	\$0.0517	\$5,052 27	\$1 37
2	Albany Street Freight.	—	—	—	—	—	—
3	Arlington.	—	—	—	—	—	—
4	Brockton.	6,537 81	3 19	.2540	.0567	6,406 43	3 13
5	Black Rocks & Salisbury Beach.	—	—	—	—	—	—
6	Boston & Chelsea.	—	—	—	—	—	—
7	Boston Consolidated.	—	—	—	—	—	—
8	Cambridge.	18,142 35	2 80	.3327	.0489	15,137 86	2 34
9	Citizens.	12,815 19	2 48	.3015	.0539	11,376 64	2 20
10	East Middlesex.	4,205 53	1 25	.2725	.0484	4,025 99	1 20
11	Fitchburg.	1,543 96	1 60	.2946	.0739	1,403 19	1 45
12	Globe.	6,189 28	1 45	.2991	.0607	4,668 37	1 09
13	Gloucester.	9,321 51	1 21	.2956	.0496	7,565 14	98
14	Haverhill & Groveland.	8,061 50	1 64	.2691	.0546	7,752 14	1 58
15	Holyoke.	4,193 66	1 75	.3027	.0635	4,313 25	1 80
16	Hoosac Valley.	7,245 44	1 17	.2568	.0527	6,549 07	1 06
17	Lowell.	2,986 18	3 05	.2539	.0512	2,635 64	2 69
18	Lynn & Dracut.	9,186 31	3 25	.3249	.0506	7,778 51	2 75
19	Malden & Melrose.	1,227 18	74	.1671	.0536	826 75	49
20	Merrimack Valley.	8,307 86	2 82	.3251	.0534	7,760 88	2 49
21	Metropolitan.	7,606 17	1 21	.2709	.0578	5,615 59	90
22	Naumkeag.	24,211 81	2 00	.3107	.0512	20,483 41	1 69
23	Natick & Cohasset.	5,919 05	2 31	.3751	.0542	4,506 07	1 76
24	Newton.	4,799 36	2 16	.3609	.0634	3,085 35	1 39
25	Newton.	—	—	—	—	—	—

26	New Bedford & Fairhaven, .	.	.	.	4,158 77	74	.1788	.0515	4,746 42	85
27	Newburyport & Amesbury, .	.	.	.	4,352 18	4 36	.3302	.0681	6,035 96	5 32
28	Northampton, .	.	.	.	4,598 76	2 02	.3163	.0800	4,018 02	1 77
29	North Woburn, .	.	.	.	2,619 51	1 43	.2814	.0560	2,157 35	1 18
30	Onset, .	.	.	.	—	—	—	—	—	—
31	Pittsfield, .	.	.	.	4,711 29	2 29	.3807	.0500	5,637 17	2 74
32	Plum Island, .	.	.	.	—	—	—	—	—	—
33	Salem & Danvers, .	.	.	.	1,537 37	2 22	.1836	.0636	1,423 30	2 05
34	Somerville, .	.	.	.	—	—	—	—	—	—
35	South Boston, .	.	.	.	27,796 11	2 25	.3402	.0493	25,277 79	2 04
36	Springfield, .	.	.	.	8,667 00	1 49	.3121	.0545	6,409 25	1 10
37	Suburban, .	.	.	.	—	—	—	—	—	—
38	Taunton, .	.	.	.	4,702 57	1 00	.2513	.0480	4,068 27	86
39	Union, .	.	.	.	3,860 54	1 13	.2595	.0471	3,005 96	88
40	Waltham & Newton, .	.	.	.	4,083 53	2 20	.3451	.0510	3,548 42	1 91
41	West End, .	.	.	.	—	—	—	—	—	—
42	Winnisimmet, .	.	.	.	—	—	—	—	—	—
43	Worcester, .	.	.	.	9,361 90	1 79	.3468	.0502	8,262 33	1 58
44	Worcester Consolidated, .	.	.	.	4,864 16	1 86	.3501	.0490	3,499 25	1 34
Average,		.	.	.	\$13,129 12	\$2 00	\$0.3132	\$0.0518	\$11,260 90	\$1 72

COMPARATIVE STATEMENTS OF STREET RAILWAY RETURNS — Concluded.

STREET RAILWAYS.		EXPENSES — Continued.		NET INCOME.					
		74. — Per Mile Run.	75. — Per Passenger Carried.	76. — Per Mile Operated.	77. — Per Round Trip.	78. — Per Mile Run.	79. — Per Passenger Carried.		
1	Acushnet, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
2	Albany Street Freight, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
3	Arlington, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
4	Brookton, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
5	Black Rocks & Salisbury Beach, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
6	Boston & Chelsea, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
7	Boston Consolidated, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
8	Cambridge, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
9	Citizens', . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
10	East Middlesex, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
11	Fitchburg, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
12	Globe, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
13	Gloucester, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
14	Haverhill & Groveland, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
15	Holyoke, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
16	Hoosac Valley, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
17	Lowell, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
18	Lowell & Dracut, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
19	Lynn & Boston, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
20	Malden & Melrose, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
21	Merrimack Valley, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
22	Metropolitan, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
23	Naumkeag, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
24	Natick & Cohituate, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
25	Newton, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

26	New Bedford & Fairhaven, .	.1983	.0688	587 65 ¹	.11 ¹	.0246 ¹	.0073 ¹
27	Newburyport & Amesbury, .	.4024	.0830	1,083 83 ¹	.96 ¹	.0722 ¹	.0149 ¹
28	Northampton, .	.2764	.0699	580 74	.25	.0399	.0101
29	North Woburn, .	.2329	.0464	402 16	.25	.0485	.0096
30	Onset, .	—	—	—	—	—	—
31	Pittsfield, .	.4555	.0598	925 88 ¹	.49 ¹	.0748 ¹	.0098 ¹
32	Plum Island, .	—	—	—	—	—	—
33	Salem & Danvers, .	.1700	.0589	114 07	.17	.0136	.0047
34	Souerville, .	—	—	—	—	—	—
35	South Boston, .	.3091	.0448	2,538 32	.21	.0311	.0045
36	Springfield, .	.2308	.0403	2,257 75	.39	.0813	.0142
37	Suburban, .	—	—	—	—	—	—
38	Taunton, .	.2174	.0415	634 30	.14	.0339	.0065
39	Union, .	.2021	.0366	854 58	.25	.0574	.0105
40	Waltham & Newton, .	.2999	.0443	535 11	.29	.0452	.0067
41	West End, .	—	—	—	—	—	—
42	Winnisimmet, .	—	—	—	—	—	—
43	Worcester, .	.3061	.0443	1,099 57	.21	.0407	.0059
44	Worcester Consolidated, .	.2519	.0352	1,364 91	.52	.0982	.0138
	Average, .	.2686	.0444	\$1,868 22	.28	.0446	.0074

1 Deficit.

MEMORANDUM.

According to the return, as filed by the Cambridge Railroad Company, the property accounts were increased during the year \$3,070.18, — thus omitting to make any mention of the property of the Charles River Street Railway Company, which at midnight, on Sept. 30, 1886, was purchased by or consolidated with the Cambridge Railroad Company. This property was actually carried into the accounts of the Cambridge Railroad Company at the sum of \$512,101.20; there was a credit to property account of \$23,450.44 for hay and straw, which, by error in 1886, had been carried into permanent investments, so that the net increase of property accounts for the year instead of being \$3,070.18, as reported, should have been \$496,720.94. The reason given by the president of the Cambridge Railroad Company for not including the property of the Charles River Company, as an addition to the property account for the year, was that the Cambridge Railroad Company which existed at the beginning of the present year was not the same as the corporation of the same name which existed last year, but was an entirely new corporation formed by consolidation; that this new corporation entered upon the year holding the property of the old Cambridge and the Charles River Street Railway Companies; and that, therefore, the property of the Charles River Company cannot be said to have been added during the year.

CHARLES RIVER STREET RAILWAY COMPANY.

The directors of this company make the following report:—

At a meeting of the stockholders, Sept. 14, 1886, it was voted that the Charles River Street Railway Company consolidate with the Cambridge Railroad Company, and consolidation took place in accordance with said vote.

Revenue for the Year.

Cash on hand after consolidation belonging to the Charles River Street Railway Company,	\$41,886 77
Interest received on same,	575 25
Cambridge Railroad Company for three months' interest on \$150,000 five per cent. bonds,	1,875 00
Outstanding bills collected,	120 00
Total income,	\$48,957 02

Expenses for the Year.

Wages and salaries of president, superintendent and their clerks,*	\$13,182 47
Taxes, state and local,	2,266 26
Rents and tolls paid other companies for use of their roads,	1,224 64
Cambridge Railroad Company,	\$1,224 64
Office expenses, and all other expenses not included above,	788 65
Total expenses,	\$17,457 02
Total net income above expenses,	26,500 00
Interest accrued during the year,	3,750 00
Dividends declared six and a half per cent. for the year (division of cash in treasury),	22,750 00
Deficit at commencement of year,	10,808 77

From this statement it appears that the operation of the road in previous years shows a deficit of \$10,808.77, but that by the issue of \$50,000 of capital stock, which stock was upon consolidation exchanged for Cambridge Railroad Stock, a dividend of \$22,750 was paid to the stockholders.

* The \$13,182.47 includes all salaries paid to the president and treasurer for their services from March 30, 1881, to Sept. 30, 1886.

TABULATED STATEMENT

COMPILED FROM

RETURNS OF RAILROADS.

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
ATTLEBOROUGH BRANCH. (See <i>Boston & Providence</i>).	—	—	—	—	—	—	—	—	—
BERKSHIRE. (See <i>Housatonic</i>).	—	—	—	—	—	—	—	—	—
BOSTON & ALBANY.	Boston,	Albany, N. Y.,	201.650	162.350	162.350	39.300	193.990	92.500	748.610
	Springfield,	Athol,	46.510	46.510	—	—	—	—	—
	Cottage Farm,	East Boston,	9.300	9.300	5.020	—	—	—	—
<i>Grand Junction,</i>	Riverside Junc.	Newton L. Falls,	1.100	1.100	—	—	—	—	—
<i>Newton Lower Falls,</i>	Beacon St., Bos-								
<i>Newton Highlands,</i>	ton,	Riverside Jet.,	9.930	9.930	9.930	—	—	—	—
<i>Saxtonville,</i>	Natick,	Saxtonville,	3.700	3.700	—	—	—	—	—
<i>Millford,</i>	S. Framingham,	Millford,	12.	12.	—	—	—	—	—
<i>Millbury,</i>	Millbury Junc.,	Millbury Village,	3.	3.	—	—	—	—	—
<i>Chatham & Hudson,</i>	Chatham, N. Y.,	Hudson, N. Y.,	17.330	—	—	1.	—	—	—
North Brookfield,	E. Brookfield,	N. Brookfield,	4.160	4.160	—	—	.490	—	4.650
Pittsfield & North Adams,	Pittsfield,	North Adams,	18.550	18.550	—	—	5.070	—	23.620
Providence, Webster &									
Springfield,	North Webster,	Auburn Station,	10.120	10.120	—	—	1.640	—	12.760
Ware River,	Palmer,	Winchendon,	49.350	49.350	—	—	5.660	—	55.010
Spencer,	Spencer,	B. & A. R.R.,	2.165	2.165	—	—	.745	—	2.910
BOSTON & LOWELL,	Boston,	Lowell,	26.750	26.750	26.750	—	57.340	—	197.680
<i>Lexington & Arlington,</i>	Medford Junc.,	Lexington,	9.250	9.250	9.250	—	—	—	—
<i>Stoneham,</i>	Woburn Junc.,	Stoneham,	2.500	2.500	—	—	—	—	—
<i>Woburn,</i>	Winchester,	N. Woburn Jct.,	6.200	6.200	6.200	—	—	—	—
<i>Mystic,</i>	Milk Row Junc.,	Mystic Wharves,	2.250	2.250	—	—	—	—	—
<i>Lawrence,</i>	—	In Wilmington,	3.210	3.210	—	—	—	—	—
<i>Middlesex Central,</i>	Lexington,	Concord,	11.080	11.080	—	—	—	—	—
<i>Salem & Lowell,</i>	Tewksbury,	Peabody,	16.800	16.800	—	—	—	—	—
<i>Lowell & Lawrence,</i>	Lowell,	S. Lawrence,	12.420	12.420	—	—	—	—	—
<i>Bedford & Billerica,</i>	Bedford,	Billerica,	7.630	7.630	—	—	—	—	—

	FITCHBURG,	Ashburnham,	Ice,	Watertown Branch,	Marlborough,	Peterborough & Shirley,	Worcester,	Saratoga,	Vermont & Massachusetts,	Grafton Centre,	Holyoke & Westfield,	Horn Pond Branch,	Housatonic (Ct.),	Berkshire,	West Stockbridge,	Lowell & Andover,	Milford, Franklin & Prov.,	Milford & Woonsocket,	Monadnock.
	{ Boston, Greenfield, Johnsville, N.Y.,	-	-	N. Cambridge, South Acton,	Ayer, Worcester,	Saratoga, N.Y.,	Fitchburg, Greenfield, Grafton Station,	Fitchburg, Greenfield, Turner's Falls,	Greenfield, Turner's Falls,	Grafton Centre,	-	-	-	W. Stockbridge, Vandeusenville,	W. Stockbridge,	-	Ashland, Franklin,	-	-
	Fitchburg, Troy, N.Y.,	-	-	In Ashburnham, In Charlestown,	Waltham,	Marlborough, Greenville, N.H.,	Winchendon, Schuylerville, N.Y.,	Greenfield, Turner's Falls,	Grafton Centre,	-	-	-	-	State Line of Ct., Pittsfield,	State Line, N.Y.,	-	Bellingham, Bellingham,	-	-
50.	85.81	2,590	2,590	8,260	12,420	23,620	36.	25.50	56.	2,800	3.	-	-	21,030	22,930	2,640	15,327	4,600	-
44.00	-	2,590	2,590	8,260	12,420	23,620	36.	56.	2,800	3.	-	-	-	21,030	22,930	2,640	15,327	4,600	-
94.	-	.680	.680	8,260	12,420	23,620	36.	56.0000	2,800	3.	-	-	-	-	-	-	-	-	-
128.750	-	-	-	-	-	-	-	28.100	.100	-	-	-	-	4,490	4,990	2,380	1,900	.407	-
37.610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
560.900	-	-	-	-	-	-	-	142.900	3.100	-	-	-	-	25.520	27.920	5.020	17.227	5.007	-

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Continued)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length computed as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
NANTASKET BEACH, . . .	Old Colony II'se.	Pemberton, Hull,	6,933	6,933	-	-	2,555	-	9,468
NASHUA, ACTON & BOSTON (operated by Concord, N. H.), . . .	Acton, . . .	Nashua, N. H., .	20,210	15,460	-	-	.850	1,680	22,740
NASHUA & LOWELL. (See Boston & Lowell), . . .	-	-	-	-	-	-	-	-	-
NEWBURYPT. (See Bost. & Me.), . . .	-	-	-	-	-	-	-	-	-
NEWBURYPORT CITY. (See Boston & Maine), . . .	-	-	-	-	-	-	-	-	-
NEW HAVEN & NORTHAMPTON, . . .	-	-	-	-	-	-	-	-	-
Collinsville (Ct.), . . .	New Haven, Ct., .	Conway Jct., .	94,640	43,380	-	-	13,820	11,340	155,510
Thuriffville, . . .	Farmington, Ct., .	N. Hartford, Ct., .	14,090	-	-	-	-	-	-
Northampton, . . .	Simsbury, Ct., .	Tariffville, Ct., .	1,040	-	-	-	-	-	-
Turner's Falls, . . .	Northampton, .	Williamsburg, .	7,510	7,510	-	-	-	-	-
Holyoke & Westfield, . . .	So. Deerfield, .	Turner's Falls, .	10,070	10,070	-	-	-	-	-
NEW LONDON NORTHERN (operated by J. Gregory Smith and others), . . .	Westfield, . . .	Holyoke, . . .	14,320	14,320	-	-	2,900	-	17,220
NEW YORK & NEW ENGLAND, . . .	New London, Ct., .	Brattleboro', Vt., .	121.	54.	-	-	10,080	17,240	148,920
Woonsocket Division, . . .	Boston, . . .	Hopewell Jc. N. Y., .	215,040	52.	52,000	56,100	44,380	84,500	562,760
Southbridge, . . .	Wicopee Junc., .	Fishkill-on-Hud., .	1,800	-	-	-	-	-	-
Dedham, . . .	Providence, . .	Willimantic, Ct., .	58,500	-	-	-	-	-	-
Dorrence Street, . . .	Newton III'ds, .	Woonsocket, R.I., .	28,410	27,410	-	-	-	-	-
Ridge Hill, . . .	E. Thompson, Ct., .	Southbridge, . .	17,370	12,020	-	-	-	-	-
Hartford Freight, . . .	Elmwood Jct., .	Dedham, . . .	1,520	1,520	-	-	-	-	-
	-	In Providence, .	820	-	-	-	-	-	-
	-	-	1,640	1,640	-	-	-	-	-
	-	In Hartford, . .	.670	-	-	-	-	-	-

		Franklin, .	State Line of R.I.	6,620	6,620	—	—	1,006	—	7,626
		Springfield, .	State Line of Ct.,	7,500	7,500	—	—	.500	—	8.
Rhode Isl'd & Massachusetts, Springfield & New London, . NEW YORK, NEW HAVEN & HARTFORD, .		Harlem Jct., N.Y.	Springfield, .	123,200	5,870	5,870	117,330	5,760	83,355	353,015
		N. Britain (Ct.), .	New Britain, Ct.,	9.	—	—	—	—	—	—
		Middletown (Ct.), .	Middletown, Ct.,	10.	—	—	—	—	—	—
		Suffield (Ct.), .	Suffield, Ct.,	4,500	—	—	—	—	—	—
		Worcester, .	Allyn's Point, Ct.	65,970	18,600	—	—	7,480	14,190	88,020
NORWICH & WORCESTER, .		Norwich, Ct.,	N. N. R. R., Ct.,	.430	—	—	—	—	—	—
NORTH BROOKFIELD. (See Boston & Albany), .		Boston, .	Provincetown, .	120,010	—	—	—	—	—	—
		S. Braintree, .	Plymouth, .	26,040	—	—	—	—	—	—
OLD COLONY,		Braintree, .	Kingston, .	32,340	—	—	—	—	—	—
		May Flower Pk.,	Newport, .	55,020	—	—	—	—	—	—
		Middleborough, .	Somerset Junc.,	14,960	—	—	—	—	—	—
		Raynham, .	Whittenton Jct.,	9,980	—	—	—	—	—	—
		Fitchburg, .	New Bedford, .	91,020	352,700	98,760	—	165,010	2,280	730,060
Middleboro' & Taunton, . Stoughton, . Bridgewater, . Brockton, . Granite, . Wood's Holl, . Hyannis, . Shamuel, . Connection with F. R., W. & P. R. R., . Marlborough, . Acushnet, . Dorchester and Milton, . Hanover, .		So. Framingham, .	Lowell, .	26,120	—	—	—	—	—	—
		Middleborough, .	Taunton, .	8,040	8,040	—	—	—	—	—
		S. Abington, .	In Stoughton, .	1,650	1,650	—	—	—	—	—
		—	Bridgewater, .	7,330	7,330	—	—	—	—	—
		—	—	.750	.750	—	—	—	—	—
		Atlantic, .	Braintree, .	5,410	5,410	—	—	—	—	—
		Buzzard's Bay, .	Wood's Holl, .	17,540	17,540	—	—	—	—	—
		Hyannis, .	Hyannis, .	5,050	5,050	—	—	—	—	—
		Harrison Sq., .	Milton L. Mills, .	2,390	2,390	—	—	—	—	—
		Bowenville St'n, .	—	2,160	2,160	—	—	—	—	—
		S. Marlborough, .	Marlborough, .	1,470	1,470	—	—	—	—	—
		—	In New Bedford, .	.350	.350	—	—	—	—	—
		Neponset, .	Mattapan, .	8,300	8,300	—	—	—	—	—
		N. Abington, .	So. Hanover, .	7,800	7,800	—	—	—	—	—

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Concluded.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
OLD COLONY—Concluded.									
<i>Fairhaven,</i>	Fairhaven,	Tremont Stat'n,	15.170	15.170	-	-	-	-	-
<i>Attleborough,</i>	Taunton,	Attleborough,	8.600	8.600	-	-	-	-	-
<i>Sterling,</i>	Pratt's Junction,	Sterling Junc.,	5.670	5.670	-	-	-	-	-
<i>Lancaster,</i>	-	In Lancaster,	1.630	1.630	-	-	-	-	-
<i>Framingham Prison,</i>	-	In Framingham,	.810	.810	-	-	.892	-	13.082
Fall River,	Fall River,	New Bedford,	12.250	12.250	-	-	-	-	-
PITTSFIELD & NORTH ADAMS. (See <i>Boston & Albany</i>),	-	-	-	-	-	-	-	-	-
PROVIDENCE & WORCESTER, <i>East Providence,</i>	Providence, R. I.,	Worcester,	43.410	25.510	24.480	17.900	18.557	25.339	186.686
PROV., WEBSTER & SPRING- FIELD. (See <i>Boston & Al- bany</i>),	Valley Falls,	E. Providence,	7.	.500	-	-	-	-	-
RHODE ISLAND & MASSACHU- SETTS. (See <i>New York & New England</i>),	-	-	-	-	-	-	-	-	-
SPENCER. (See <i>Boston & Al- bany</i>),	-	-	-	-	-	-	-	-	-
SPRINGFIELD & NEW LONDON. (See <i>New York & New England</i>),	-	-	-	-	-	-	-	-	-
STOCKBRIDGE & PITTSFIELD. (See <i>Housatonic</i>),	-	-	-	-	-	-	-	-	-
STONY BROOK. (See <i>Boston & Lowell</i>),	-	-	-	-	-	-	-	-	-

UNION FREIGHT,	B. & L. R. R.,	Old Colony R.R.,	2,431	.937	-	1,280	-	4,648
VERMONT & MASSACHUSETTS, (See <i>Fitchburg</i>),	-	-	-	-	-	-	-	-
WARE RIVER. (See <i>Boston & Albany</i>),	-	-	-	-	-	-	-	-
WEST AMESBURY BRANCH, (See <i>Boston & Maine</i>),	-	-	-	-	-	-	-	-
WEST STOCKBRIDGE. (See <i>Housatonic</i>),	-	-	-	-	-	-	-	-
WORCESTER, NASHUA & ROCH- ESTER. (See <i>Boston & Maine</i>),	-	-	-	-	-	-	-	-
NARROW GAUGE.								
BOSTON, REVERE BEACH & LYNN,	East Boston,	Lynn,	8,800	8,300	8,300	2,250	-	19,600
MARTHA'S VINEYARD,	Oak Bluffs,	Katama,	8,330	-	-	.500	-	9,280
<i>Katama</i> ,	Katama,	South Beach,	.450	-	-	-	-	-
NANTUCKET,	Nantucket,	Siasconset,	11,160	-	-	.080	-	11,240
WORCESTER & SHREWSBURY,	Worcester,	L. Quinsigamond,	2,700	-	-	-	-	2,700
Total, . . . . .	.	.	2,992,823	740,389	296,328	964,330	395,679	5,389,549

	8. — BOSTON & ALBANY.	9. — FITCHBURG.	10. — BOSTON & LOWELL.	11. — BOSTON & MAINE.
CAPITAL STOCK.				
Amount paid in,	\$20,000,000 00	\$20,771,100 00 ⁴	\$5,529,400 00	\$7,000,000 00
Number of stockholders,	6,834	8,677 ⁵	1,406	3,946
Stockholders in Massachusetts,	5,894	8,182 ⁶	1,212	2,925
Amount of stock held in Mass achusetta,	\$17,024,000 00	\$13,286,900 00 ⁷	\$4,860,200 00	\$1,766,800 00
DEBT.				
Funded debt,	\$10,838,000 00	\$16,290,600 00	\$6,171,400 00	\$5,000,000 00
Unfunded debt,	750,728 13	2,134,660 10	1,823,666 97	2,499,647 36
TOTAL GROSS DEBT,	11,608,728 13	18,425,260 10	7,995,066 97	7,499,647 36
PERMANENT INVESTMENTS.				
Construction,	\$25,450,340 54	\$31,579,685 27	\$7,244,847 00	\$9,620,937 63
Equipment,	3,145,400 00	2,856,408 51	1,285,262 59	1,308,180 00
Other property,	585,660 96	518,976 25	4,310,893 82	1,127,943 83
TOTAL PERMANENT INVESTMENTS,	29,181,401 50	34,955,070 03	12,841,003 41	12,057,061 46
Cash and cash assets,	2,882,854 16	4,522,964 94	2,504,751 36	4,241,587 04
TOTAL PROPERTY AND ASSETS,	32,064,255 66	39,478,034 97	15,345,754 77	16,298,648 50
REVENUE FOR THE YEAR.				
From local passengers,	\$2,378,259 38	\$1,033,346 94	\$1,567,055 55	\$3,754,055 43
through passengers,	1,227,720 04	969,342 55	547,272 53	620,526 04
express and extra baggage,	263,775 18	108,370 03	118,894 29	209,767 88
mails,	133,696 59	85,712 62	77,583 79	101,221 49
other sources passenger department,	—	23,412 19	—	—
Total earnings passenger department,	4,023,451 19	1,566,184 33	2,310,806 16	4,685,570 84

From local freight,	2,261,611 79	739,109 10	1,517,711 74	2,264,399 56
through freight,	2,231,976 36	1,903,287 83	1,378,131 15	942,062 14
other sources freight department,	—	65,146 76	—	—
<i>Total earnings freight department,</i>	4,493,588 15	2,707,548 69	2,895,842 89	3,207,061 70
TOTAL TRANSPORTATION EARNINGS,	8,517,039 34	4,272,738 02	5,206,649 05	7,892,632 54
From rents for use of road,	—	51,000 00	—	20,972 83
all other sources,	408,705 70	245,593 56	103,979 22	278,777 43
TOTAL INCOME FROM ALL SOURCES,	8,925,745 04	4,569,321 58	5,310,628 27	8,192,382 80
EXPENSES.				
Transportation expenses,	\$5,858,348 99	\$3,287,800 96	\$3,607,581 78	\$4,894,249 22
Taxes,	515,286 82	194,853 08	211,456 60	397,080 88
TOTAL EXPENSES,	6,373,635 81	3,482,654 04	3,819,038 38	5,291,380 10
NET INCOME, DIVIDENDS, ETC.				
Net income,	\$2,552,109 23	\$1,086,667 54	\$1,491,589 89	\$2,901,052 70
Rents,	78,000 00	266,011 12	864,920 07	1,887,075 16
Interest accrued,	662,900 00	423,238 27	262,782 98	312,955 58
Dividends earned,	1,811,209 23	397,428 15	363,886 84	701,021 96
Per cent.,	9.0	—	6.6	10.0
Dividends declared,	1,599,565 00	366,488 00	193,529 00	700,000 00
Per cent.,	8.0	—	3.5	10.0
Balance for the year,	211,644 23	30,940 15	170,357 84	1,021 96
Surplus last year,	1828,834 64	250,734 72 ^a	486,194 11	1,797,979 18
Surplus Sept. 30, 1887,	\$617,190 41 ^b	281,674 87	656,551 95	1,799,001 14

^a Surplus last year \$215,570 36; deduct \$1,044,405 for B & A. E. R. stock distributed to the stockholders.

^b Deficit.

^c Not including "Improvement Account," \$1,072,717.94.

^d Common, \$7,000,000; preferred, \$12,437,800; stock liability (preferred), \$1,333,300.

^e Common, 2; preferred, 3,675.

^f Common, 1; preferred, 3,181.

^g Common, \$5,000,000; preferred, \$8,286,900.

^a Two per cent. on 52,866 shares paid May 2, 1887; 2 per cent. on 124,378 shares, 3-5 of 2 per cent. on 10,000 shares to T. & B. stockholders, payable Nov. 15, 1887.

^b Balance at commencement of year, \$410,332 72

Less dividend paid Jan. 1, 1887, : \$158,598 00

Worthless account, : 1,000 00

159,598 00

\$250,734 72

	8.—BOSTON & ALBANY—Con.	9.—FITCHBURG—Con.	10.—BOSTON & LOWELL—Con.	11.—BOSTON & MAINE—Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	2,294,064	1,600,412	2,302,623	3,330,535
Freight-train mileage,	2,936,894	1,414,241	1,885,958	1,652,188
<i>Total revenue-train mileage,</i>	5,230,958	3,014,653	4,218,581	4,982,723
Switching-train mileage,	637,367	977,346	709,335	918,981
Other train mileage,	190,085	91,948	150,785	162,696
TOTAL TRAIN MILEAGE,	6,058,410	4,083,947	5,108,701	6,064,400
Number season-ticket passengers,	681,356	322,626	458,148	2,411,654
Number local passengers (including season),	9,621,408	4,617,739	6,938,213	17,601,145
Number through passengers,*	1,093,937	408,246	435,979	767,662
<i>Total number of passengers carried,</i>	10,715,345	5,026,045	7,394,192	18,368,807
Local passenger mileage,	131,666,538	55,795,642	76,945,142	203,502,226
Through passenger mileage,*	60,176,646	18,247,836	22,310,842	36,205,118
<i>Total passenger mileage,</i>	191,843,184	74,043,498	99,255,984	239,707,344
Tons of local freight carried,	1,915,265	731,644	1,392,076	1,937,840
Tons of through freight carried,*	1,759,321	2,187,985	1,442,646	1,012,947
<i>Total tons of freight carried,</i>	3,674,589	2,919,629	2,834,722	2,950,787
Local freight mileage,	130,875,680	24,649,721	54,643,332	80,512,230
Through freight mileage,*	275,155,070	214,263,879	113,922,307	64,154,650
<i>Total freight mileage,</i>	406,030,750	238,913,600	168,565,639	144,666,880
Av. rate of fare per mile, local passengers, through passengers,*	1.90 cents.	1.96 cents.	2.19 cents.	2.082 cents.
season-ticket passengers,	2.04 "	2.02 "	2.45 "	1.714 "
ALL PASSENGERS,	0.60 "	0.69 "	0.71 "	0.815 "
Av. rate of freight per mile, local freight, through freight,*	1.88 "	1.89 "	2.13 "	1.825 "
ALL FREIGHT,	1.73 "	2.09 "	2.78 "	2.812 "
	0.81 "	0.89 "	1.20 "	1.469 "
	1.10 "	1.13 "	1.71 "	2.217 "

Passengers to Boston (including season),	8,154,851	1,709,898	2,620,974	6,092,135
Passengers from Boston (including season),	3,166,118	1,680,817	2,569,075	6,078,112
Season-ticket passengers to and from Boston,	588,232	150,932	342,269	1,471,846
EQUIPMENT.				
Number of locomotives,	252	175	193	240
passenger cars,	229	179	176	886
parlor and sleeping cars,	17	—	12	15
mail, baggage, and express cars,	53	46	94	93
freight cars (basis 8 wheels),	5,808	4,705	4,460	4,303
other cars,	609	215	88	330
GENERAL INFORMATION, ETC.				
Total miles of road operated,	388.58	344.22	891.19	609.31
Same in Massachusetts,	331.95	227.00	191.09	252.04
Average number of persons employed,	5,698	3,324	4,066	5,017

• To and from other roads.

	12.—BOSTON & PROVIDENCE.	13.—NEW YORK & NEW ENGLAND.	14.—OLD COLONT.	15.—CHESHIRE.
CAPITAL STOCK.				
Amount paid in,	\$4,000,000 00	\$21,950,000 00*	\$11,364,600 00	\$2,153,300 00
Number of stockholders,	1,484	1,447 ²	5,770	459
Stockholders in Massachusetts,	1,182	795 ⁴	5,418	372
Amount of stock held in Mass achusetts,	\$3,381,800 00	\$5,409,400 00*	\$10,603,000 00	\$1,618,100 00
DEBT.				
Funded debt,	\$1,260,000 00	\$15,913,174 92	\$9,607,300 00	\$800,000 00
Unfunded debt,	344,518 80	982,165 06	1,477,038 07	96,416 04
TOTAL GROSS DEBT,	1,604,518 80	16,895,339 98	11,084,338 07	896,416 04
PERMANENT INVESTMENTS.				
Construction,	\$4,776,522 97	\$32,959,626 58	\$18,501,811 00	\$2,395,268 94
Equipment,	207,400 00	3,818,456 02	2,190,477 75	322,266 32
Other property,	304,461 50	542,592 83	1,689,562 81	—
TOTAL PERMANENT INVESTMENTS,	5,288,384 47	37,320,674 93	22,381,851 56	2,717,535 26
Cash and cash assets,	432,175 75	1,112,662 87	1,077,921 28	421,972 53
TOTAL PROPERTY AND ASSETS,	5,720,560 22	38,433,337 80	23,459,772 84	3,139,507 79
REVENUE FOR THE YEAR.				
From local passengers,	\$1,005,940 66	\$982,804 95	\$2,091,283 40	\$50,149 69
through passengers,	167,843 51	393,625 89	481,292 75	125,292 20
express and extra baggage,	49,382 72	111,784 43	157,033 57	7,500 00
mails,	13,494 91	46,707 84	43,188 87	11,875 08
other sources passenger department,	—	—	—	7,500 00
Total earnings passenger department,	1,236,661 80	1,534,923 11	2,772,798 59	202,316 97

From local freight,	381,978 42	807,771 96	1,311,319 16	28,824 55
through freight,	262,636 65	1,678,140 89	684,104 45	413,587 07
other sources freight department,	—	—	—	—
Total earnings freight department,	644,615 07	2,485,912 85	1,995,923 61	442,411 62
TOTAL TRANSPORTATION EARNINGS,	1,881,276 87	4,020,835 96	4,768,722 20	644,728 59
From rents for use of road,	—	—	3,600 00	—
all other sources,	24,218 67	196,849 07	364,986 69	26,101 86
TOTAL INCOME FROM ALL SOURCES,	1,905,495 54	4,217,685 03	5,137,308 89	670,829 95
EXPENSES.				
Transportation expenses,	\$1,725,420 89	\$2,753,741 94	\$3,440,067 05	\$425,274 39
Taxes,	120,490 27	163,566 03	255,403 99	26,065 58
TOTAL EXPENSES,	1,845,911 16	2,917,307 97	3,695,471 04	451,339 97
Net Income, Dividends, ETC.				
Net income,	\$59,584 38	\$1,300,377 06	\$1,441,837 85	\$219,489 98
Rents,	11,890 12	66,635 78	16,134 05	51,000 00
Interest accrued,	21,990 69	969,619 89	597,897 35	48,000 00
Dividends earned,	33,880 81	264,121 39	827,806 45	120,489 98
Per cent.,	—	1.2	7.3	5.6
Dividends declared,	400,000 00	135,975 00	788,615 40	126,000 00
Per cent.,	10.0	7.0 ^a	7.0	6.0
Balance for the year,	374,296 43 ^b	127,189 46 ^c	89,191 05	5,510 02 ^d
Surplus last year,	490,337 85	639,141 64 ^e	959,718 72	95,301 77
Surplus Sept. 30, 1887,	116,041 42	512,002 18 ^f	998,909 77	89,791 75

^a Deficit.

^b \$20,000 common, \$1,950,000 preferred.

^c 1,168 common, 279 preferred.

^d 571 common, 224 preferred.

^e \$3,633,700 common, \$1,755,700 preferred.

^f On preferred stock.

^g \$1,006.93 deducted for loss operating Boston Grain Elevator.

	12. — BOSTON & PROVIDENCE — Con.	13. — NEW YORK & NEW ENGLAND — Con.	14. — OLD COLONY — Con.	15. — CHESHIRE — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	802,242	1,289,064	1,978,110	169,353
Freight-train mileage,	241,269	1,153,620	778,503	420,499
<i>Total revenue-train mileage,</i>	1,043,511	2,442,684	2,756,613	589,852
Switching-train mileage,	60,355	761,252	768,990	63,131
Other train mileage,	—	141,217	243,719	16,471
TOTAL TRAIN MILEAGE,	1,103,866	3,345,153	3,769,322	669,454
Number season-ticket passengers,	576,853	850,260	2,166,671	6,138
Number local passengers (including season),	6,462,783	5,022,760	8,576,933	93,454
Number through passengers,*	255,990	676,034	945,434	99,186
<i>Total number of passengers carried,</i>	6,718,473	5,698,794	9,522,367	192,640
Local passenger mileage,	55,202,756	49,251,650	141,253,293	1,644,318
Through passenger mileage,*	7,214,020	17,119,127	24,068,868	4,043,101
<i>Total passenger mileage,</i>	62,416,776	66,370,777	165,322,161	5,687,414
Tons of local freight carried,	420,329	584,595	1,204,756	36,241
Tons of through freight carried,*	855,666	1,640,546	729,335	664,988
<i>Total tons of freight carried,</i>	775,995	2,225,141	1,934,091	701,229
Local freight mileage,	10,774,748	23,961,685	36,843,509	966,289
Through freight mileage,*	11,260,652	128,777,890	31,912,305	87,739,701
<i>Total freight mileage,</i>	22,035,400	152,739,575	68,755,814	38,705,990
Av. rate of fare per mile, local passengers, through passengers,*	1.934 cents.	2.175 cents.	2.00 cents.	3.50 cents.
season-ticket passengers,	2.090 "	2.298 "	2.00 "	3.10 "
ALL PASSENGERS,	0.918 "	0.806 "	0.70 "	1.60 "
Av. rate of freight per mile, local freight, through freight,*	1.853 "	2.074 "	1.50 "	3.10 "
ALL FREIGHT,	3.545 "	3.370 "	4.30 "	5.00 "
	2.332 "	1.303 "	2.10 "	1.96 "
	2.925 "	1.630 "	2.90 "	1.14 "

Passengers to Boston (including season),	.	.	.	.	.	2,419,849	1,236,202	2,594,174	-
Passengers from Boston (including season),	.	.	.	.	.	2,540,936	1,233,509	2,584,272	-
Season-ticket passengers to and from Boston,	.	.	.	.	.	418,164	278,066	1,318,384	-
EQUIPMENT.									
Number of locomotives,	.	.	.	.	.	62	147	140	30
passenger cars,	.	.	.	.	.	168	149	264	26
parlor and sleeping cars,	.	.	.	.	.	24†	3	12	-
mail, baggage, and express cars,	.	.	.	.	.	18	45	43	11
freight cars (basis 8 wheels),	.	.	.	.	.	540	3,579	2,430	453
other cars,	.	.	.	.	.	442	11	17	32
GENERAL INFORMATION, ETC.									
Total miles of road operated,	.	.	.	.	.	67,752	879,76	476,26	64.01
Same in Massachusetts,	.	.	.	.	.	57,331	109,67	460.07	21.20
Average number of persons employed,	.	.	.	.	.	1,011	8,189	3,517	391

† Line cars 8 per cent. owned.

* To and from other roads.

	16.—CONNECTICUT RIVER.	17.—FALL RIVER, WARREN & PROVIDENCE. ¹	18.—GRAFTON CENTRE. ²	19.—HANOVER BRANCH. ³
CAPITAL STOCK.				
Amount paid in,	\$2,370,000 00	\$150,000 00	\$50,000 00	-
Number of stockholders,	914	27	13	-
Stockholders in Massachusetts,	740	11	13	-
Amount of stock held in Massachusetts,	\$1,890,600 00	\$103,300 00	\$50,000 00	-
DEBT.				
Funded debt,	-	\$300,000 00	\$50,000 00	-
Unfunded debt,	\$744,551 75	3,041 37	-	\$204 00
TOTAL GROSS DEBT,	744,551 75	303,041 37	50,000 00	204 00
PERMANENT INVESTMENTS.				
Construction,	\$2,864,792 89	\$310,747 60	\$83,594 51	-
Equipment,	436,681 14	-	15,025 69	-
Other property,	99,610 00	-	-	-
TOTAL PERMANENT INVESTMENTS,	3,401,084 03	310,747 60	98,620 20	-
Cash and cash assets,	701,454 64	3,330 33	2,421 47	\$8,239 19
TOTAL PROPERTY AND ASSETS,	4,102,538 67	314,077 93	101,041 67	8,239 19 ⁴
REVENUE FOR THE YEAR.				
From local passengers,	\$289,183 37	\$464 30	\$4,168 69	\$6,782 08
through passengers,	124,192 94	26,454 25	-	11,760 18
express and extra baggage,	18,500 00	1,500 00	566 28	1,626 97
mails,	11,712 06	445 48	400 00	442 45
other sources passenger department,	-	-	-	-
Total earnings passenger department,	443,588 37	28,864 03	5,134 97	20,611 68

From local freight, through freight, other sources freight department,	163,454 63	57 48	1,665 22	1,385 36
Total earnings freight department,	332,698 53	6,307 23	—	14,800 59
TOTAL TRANSPORTATION EARNINGS,	496,153 16	6,364 71	1,665 22	16,185 95
From rents for use of roads,	939,741 53	35,228 74	6,800 19	36,797 63
all other sources,	33,465 79	45 00	—	5,604 82
TOTAL INCOME FROM ALL SOURCES,	973,207 32	35,273 74	6,800 19	42,402 45
EXPENSES.				
Transportation expenses,	\$638,784 57	\$21,635 44	\$5,758 52	\$30,457 49
Taxes,	71,650 20	300 50	—	1,858 05
TOTAL EXPENSES,	710,434 77	21,935 94	5,758 52	22,315 54
NET INCOME, DIVIDENDS, ETC.				
Net income,	\$262,772 55	\$13,337 80	\$1,041 67	\$20,086 91
Rents,	23,927 38	—	—	—
Interest accrued,	19,245 17	13,337 80	—	520 83
Dividends earned,	219,600 00	—	1,041 67	19,566 08
Per cent.,	9.3	—	—	—
Dividends declared,	189,600 00	—	—	7,428 00
Per cent.,	8.0	—	—	6.0
Balance for the year,	30,000 00	—	1,041 67	12,138 08
Surplus last year,	957,986 92	138,963 44 ²	—	74,102 89 ²
Surplus Sept. 30, 1887,	987,986 92	138,963 44 ²	1,041 67	8,035 19 ²
¹ Road in the possession of Trustees for the bondholders. ² Deficit. ³ This road was changed from narrow to standard gauge during the year. ⁴ \$6,378.01 surplus last year expended in adjustment of old claims. ⁵ This road was sold to the Old Colony Railroad Company and this return includes the operation of the road to June 30, since which time the road is called the Hanover Branch in the Old Colony returns. ⁶ June 30, 1887.				
	Surplus last year.			\$140,690 36
	Add amount received from sale of property,			123,960 00
				\$264,650 36
	Deduct—			
	Construction account,			\$194,826 66
	Equipment account,			71,312 69
	Land and telephone,			2,593 90—
				268,733 25
	Balance (deficit),			\$4,102 89

	16. — CONNECTICUT RIVER — Con.	17. — FALL RIVER, WARREN & PROVIDENCE — Con.	18. — GRAFTON CENTRE — Con.	19. — HANOVER BRANCH — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	340,077	31,400	14,304	17,525
Freight-train mileage,	151,387	6,260	—	3,800
Total revenue-train mileage,	491,464	37,660	14,304	21,325
Switching-train mileage,	113,051	—	—	—
Other train mileage,	21,936	—	—	—
TOTAL TRAIN MILEAGE,	626,451	37,660	14,304	21,325
Number season-ticket passengers,	355,526	—	—	9,827
Number local passengers (including season),	1,498,648	4,141	39,100	41,752
Number through passengers,	183,174	173,605	—	61,160
Total number of passengers carried,	1,681,822	177,746	39,100	102,912
Local passenger mileage,	12,439,450	13,021	117,300	201,019
Through passenger mileage,	4,651,326	1,169,796	—	374,500
Total passenger mileage,	17,090,776	1,182,817	117,300	575,519
Tons of local freight carried,	246,117	97	—	3,848
Tons of through freight carried,	480,046	13,972	—	35,750
Total tons of freight carried,	726,163	14,069	—	39,598
Local freight mileage,	4,033,423	220	—	86,379
Through freight mileage,	12,975,600	111,776	—	205,881
Total freight mileage,	17,009,023	111,996	—	242,260
Average rate of fare per mile, local passengers, through passengers,* season-ticket passengers,	2.32 cents.	3.50 cents.	3.50 cents.	—
ALL PASSENGERS,	2.67 " "	2.20 " "	—	—
Average rate of freight per mile, local freight, through freight,	0.84 " "	2.30 cents.	3.50 cents.	—
ALL FREIGHT,	2.42 " "	10.3 " "	—	—
	2.56 " "	5.6 " "	—	—
	2.92 " "	5.7 " "	—	—

EQUIPMENT.

Number of locomotives,	43							1	3
passenger cars,	48†							1	4
parlor and sleeping cars,	—							—	—
mail, baggage, and express cars,	4							—	2
freight cars (basis 8 wheels),	511							—	18
other cars,	47							2	—
GENERAL INFORMATION, ETC.									
Total miles of road operated,	79,850					5,794		3,000	8.00
Same in Massachusetts,	55,925					3,662		3,000	8.00
Average number of persons employed,	590					16		8	31

• To and from other roads.

† Includes fifteen combination cars.

‡ Leases equipment of Old Colony Railroad Company.

	20. — HOUSATONIC OF CONNECTICUT.*	21. — MILFORD & WOONSOCKET.	22. — MONADNOCK (LEASES).	23. — NEW HAVEN & NORTHAMPTON.	24. — NEW LONDON NORTHERN.†
CAPITAL STOCK.					
Amount paid in,	-	\$148,600 00	-	\$2,460,000 00	\$1,500,000 00
Number of stockholders,	-	30	-	231	336
Stockholders in Massachusetts,	-	28	-	37	53
Amount of stock held in Massachusetts,	-	\$140,800 00	-	\$143,800 00	\$315,200 00
DEBT.					
Funded debt,	-	\$19,000 00	-	\$3,900,000 00	\$1,499,500 00
Unfunded debt,	-	51,346 92	-	181,820 30	138,624 84
TOTAL GROSS DEBT,	-	70,346 92	-	4,081,820 30	1,638,124 84
PERMANENT INVESTMENTS.					
Construction,	-	\$171,431 13	-	\$5,650,038 40	\$2,819,199 28
Equipment,	-	-	-	911,781 53	248,420 44
Other property,	-	-	-	100,372 81	243,170 00
TOTAL PERMANENT INVESTMENTS,	-	171,431 13	-	6,662,192 74	3,310,789 72
Cash and cash assets,	-	26,368 60	-	165,839 71	312,764 13
TOTAL PROPERTY AND ASSETS,	-	197,799 73	-	6,828,032 45	3,623,543 85
REVENUE FOR THE YEAR.					
From local passengers,	\$80,262 76	\$16,141 52	\$4,237 41	\$154,437 19	\$127,941 05
through passengers,	92,586 48	9,313 80	6,848 23	66,187 36	87,825 69
express and extra baggage,	5,655 00	1,455 87	1,000 00	15,674 52	10,448 41
mails,	4,653 49	1,108 60	708 83	9,010 24	11,030 00
other sources passenger department,	-	-	-	-	-
Total earnings passenger department,	123,157 73	28,018 79	12,794 17	245,309 31	237,245 15

From local freight, through freight,	62,205 64	9,585 43	10,701 31	269,217 77	165,013 39
other sources freight department, <i>Total earnings freight department,</i>	78,000 45	12,167 20	9,959 54	284,326 73	198,888 54
<i>Total earnings freight department,</i>	18,558 41	19 73	938 03	17,898 15	-
TOTAL TRANSPORTATION EARNINGS, From rents for use of road,	159,454 50	21,772 36	21,683 88	571,442 65	363,931 93
all other sources,	282,612 23	49,791 15	34,478 35	816,751 96	601,177 08
TOTAL INCOME FROM ALL SOURCES, EXPENSES.	2,326 16	50 00	1,920 02	8,480 09	8,682 15
Transportation expenses,	284,938 89	49,841 15	36,398 37	825,232 05	609,839 23
Taxes,	\$168,565 42	\$44,875 69	\$32,747 00	\$654,466 22	\$396,048 03
TOTAL EXPENSES,	6,100 71	957 71	1,448 30	22,082 99	24,565 38
NET INCOME, DIVIDENDS, ETC.	174,666 13	45,833 40	34,195 86	676,549 21	420,613 41
Net income,	\$110,272 76	\$4,007 75	\$2,203 07	\$148,652 84	\$229,094 59||
Rents,	-	-	-	26,069 65	-
Interest accrued,	-	4,969 87	-	237,957 21	86,350 00
Dividends earned,	-	-	-	-	142,744 59
Per cent.,	-	-	-	-	-
Dividends declared,	-	-	-	-	98,750 00
Per cent.,	-	-	-	-	6 25
Balance for the year,	-	969 12†	-	115,974 02†	48,994 59
Surplus last year,	-	20,185 07†	-	402,186 17	436,424 42
Surplus Sept. 30, 1887,	-	†21,147 19†	-	286,212 15	485,419 01

* Operating the Berkshire, Stockbridge & Pittsfield and West Stock-
bridge railroads.

† Deficit.

‡ Leased to J. Gregory Smith et al.

§ Lessee's account.

|| Company's account: being amount derived from rent, etc., \$241,-
441.14; less general expenses, \$6,279.65; repairs to wharf,
\$6,066.90; total expenses, \$12,346.56.

	20. — HOUSATONIC OF CONNECTICUT — Con.	21. — MILFORD & WOOSOCKET — Con.	22. — MONADNOCK (LEASES) — Con.	23. — NEW HAVEN & NORTHAMPTON — Con.	24. — NEW LONDON NORTHERN — Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	113,745	52,632	18,250	349,080	217,416
Freight-train mileage,	95,381	18,720	8,320	267,961	203,017
Total revenue-train mileage,	209,126	71,352	26,770	616,041	450,433
Switching-train mileage,	15,646	7,460	800	76,590	111,247
Other train mileage,	14,066	1,690	950	23,431	1,184
TOTAL TRAIN MILEAGE,	238,778	80,502	28,520	716,062	562,861
Number season ticket passengers,	—	—	—	—	26,830
Number local passengers (including season),	181,036	95,886	12,806	435,269	350,542
Number through passengers,*	90,518	40,399	12,178	97,101	156,338
Total number of passengers carried,	271,555	136,285	24,984	532,370	506,880
Local passenger mileage,	3,115,404	552,237	132,183	6,282,991	4,305,859
Through passenger mileage,*	1,448,388	296,322	139,043	2,863,410	3,419,119
Total passenger mileage,	4,563,792	848,559	271,226	9,146,401	7,724,978
Tons of local freight carried,	57,575	13,806	17,814	290,205	142,281
Tons of through freight carried,*	73,715	37,152	23,554	266,364	403,815
Total tons of freight carried,	131,290	50,958	41,368	556,569	546,096
Local freight mileage,	1,818,080	90,440	252,628	8,945,891	4,703,966
Through freight mileage,*	4,491,454	322,215	356,351	19,070,006	22,091,591
Total freight mileage,	6,309,534	412,655	608,979	28,015,897	26,795,557
Av. rate of fare per mile, local passengers, through passengers,* season-ticket passengers,	3.63 cents. 2.25 "	2.78 cents. 2.26 "	4.00 cents. 4.90 "	2.41 cents. 2.41 "	3.10 cents. 2.56 "
ALL PASSENGERS,	2.47 cents.	2.80 cents.	4.10 cents.	2.41 cents.	0.72 "
Av. rate of freight per mile, local freight, through freight,*	13.00 "	10.56 "	8.00 "	3.00 "	2.79 "
ALL FREIGHT,	1.75 "	3.77 "	2.79 "	1.49 "	0.90 "
	2.23 "	5.27 "	3.41 "	1.97 "	1.36 "

EQUIPMENT.				
Number of locomotives,	-	-†	28	26
passenger cars,	-	-	27	13
parlor and sleeping cars,	-	-	2	-
mail, baggage, and express cars,	-	-	12	13
freight cars (basis 8 wheels),	-	-	134	325
other cars,	-	-	411	7
GENERAL INFORMATION, ETC.				
Total miles of road operated,	46.60	19,997	173.01	121.00
Same in Massachusetts,	46.60	19,997	106.62	54.00
Average number of persons employed,	221	45	540	517

* To and from other roads.

† Equipment sold to N. Y. & N. E. R. R. Co. Sept. 30, 1887.

	25. — NEW YORK, NEW HAVEN & HARTFORD.	26. — NORWICH & WORCESTER.	27. — PROVIDENCE & WORCESTER.	28. — UNION FREIGHT
CAPITAL STOCK.				
Amount paid in,	\$15,500,000 00	\$2,604,400 00	\$3,000,000 00	\$300,000 00
Number of stockholders,	3,545	772	820	3
Stockholders in Massachusetts,	513	613	418	8
Amount of stock held in Massachusetts,	\$2,298,100 00	\$2,004,000 00	\$1,671,800 00	\$300,000 00
DEBT.				
Funded debt,	\$2,000,000 00	\$400,000 00	\$1,242,000 00	—
Unfunded debt,	837,224 94	171,072 05	84,145 60	\$114,409 51
TOTAL GROSS DEBT,	2,837,224 94	571,072 05	1,326,145 60	114,409 51
PERMANENT INVESTMENTS.				
Construction,	\$13,056,686 24	\$3,347,207 35	\$3,500,000 00	\$401,069 67
Equipment,	2,479,326 35	179,750 67	575,000 00	17,000 00
Other property,	1,901,306 91	273,107 08	—	13,000 00
TOTAL PERMANENT INVESTMENT,	17,437,319 50	3,800,065 10	4,075,000 00	431,069 67
Cash and cash assets,	4,447,713 84	248,247 28	628,771 07	14,493 14
TOTAL PROPERTY AND ASSETS,	21,885,033 34	4,048,312 38	4,703,771 07	445,562 81
REVENUE FOR THE YEAR.				
From local passengers,	\$2,627,379 62	\$126,647 36	\$434,436 06	—
through passengers,	1,498,503 60	77,798 77	66,913 08	—
express and extra baggage,	282,461 50	16,585 25	21,058 41	—
mails,	170,316 81	6,868 31	3,893 68	—
other sources passenger department,	193,369 55	—	—	—
Total earnings passenger department,	4,772,031 08	226,899 69	526,301 23	—

From local freight,	966,370 70	171,681 26	412,938 84	\$73,218 07
through freight,	1,961,630 79	846,008 59	292,635 64	1,748 36
other sources freight department,	24,360 32	—	—	—
Total earnings freight department,	2,952,361 81	517,689 85	705,574 48	74,966 43
TOTAL TRANSPORTATION EARNINGS,	7,724,392 89	744,589 54	1,231,875 71	74,966 43
From rents for use of road,	—	—	—	—
all other sources,	165,816 39	37,389 35	38,952 38	847 00
TOTAL INCOME FROM ALL SOURCES,	7,890,209 28	781,978 89	1,270,828 29	75,813 43
EXPENSES.				
Transportation expenses,	\$5,274,709 84	\$439,025 17	\$788,021 51	\$47,875 01
Taxes,	359,497 15	49,844 02	43,829 42	2,231 67
TOTAL EXPENSES,	5,634,206 99	488,869 17	831,850 93	50,106 68
NET INCOME, DIVIDENDS, ETC.				
Net income,	\$2,256,002 29	\$293,109 70	\$438,977 36	\$25,706 75
Rents,	422,110 00	40,220 00	—	—
Interest accrued,	80,000 00	27,165 46	80,691 25	7,700 00
Dividends earned,	1,753,892 29	225,724 24	358,286 11	18,006 75
Per cent.,	11.3	8.7	11.9	6.0
Dividends declared,	1,550,000 00	207,824 00	262,500 00	19,500 00
Per cent.,	10.0	8.0	9.5	6.5
Balance for the year,	203,892 29	17,900 24	95,786 11	1,493 25†
Surplus last year,	3,343,916 11*	854,940 09	94,039 32	32,646 55
Surplus Sept. 30, 1887,	3,547,808 40	872,840 33	377,625 47†	31,153 30

* Includes \$25,000 received for sale of Tomlinson Bridge, and \$55,500.72

for net accretion of Sinking Fund.

† Including improvement account, \$187,800.04.

‡ Deficit.

	25.—NEW YORK, NEW-HAVEN & HARTFORD—CON.	26.—NORWICH & WORCESTER—CON.	27.—PROVIDENCE & WORCESTER—CON.	28.—UNION FREIGHT—CON.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	2,716,565	187,099	836,412	—
Freight-train mileage,	1,400,375	173,893	226,026	19,282
<i>Total revenue-train mileage,</i>	4,116,940	360,992	562,438	19,282
Switching-train mileage,	823,547	152,089	265,990	—
Other train mileage,	253,693	7,369	18,254	—
TOTAL TRAIN MILEAGE,	5,194,180	520,450	846,682	19,282
Number season-ticket passengers,	2,630,606	57,508	116,220	—
Number local passengers (including season),	8,358,413	489,329	2,803,959	—
Number through passengers,*	1,003,013	114,833	162,787	—
<i>Total number of passengers carried,</i>	9,361,426	604,162	2,966,746	—
Local passenger mileage,	174,416,689	5,802,145	21,063,763	—
Through passenger mileage,*	74,744,211	3,512,995	27,626,644	—
<i>Total passenger mileage,</i>	249,160,900	9,315,140	23,826,407	—
Tons of local freight carried,	855,993	215,792	497,602	248,986
Tons of through freight carried,*	1,747,964	420,237	490,867	6,985
<i>Total tons of freight carried,</i>	2,602,157	636,029	988,469	255,971
Local freight mileage,	28,171,340	7,455,589	13,193,237	242,355
Through freight mileage,*	121,874,368	12,524,333	14,440,814	10,477
<i>Total freight mileage,</i>	150,045,708	19,979,872	27,634,051	352,832
Av. rate of fare per mile, local passengers, { N. Y. div.,	2.00 cents.	2.18 cents.	2.17 cents.	—
through passengers,*	2.50 "	2.21 "	2.42 "	—
season-ticket passengers,	2.13 "	0.87 "	0.69 "	—
ALL PASSENGERS,	1.77 "	2.20 "	2.10 "	—
Average rate of freight per mile, local freight,	3.43 "	2.30 "	3.12 "	2.13 cents.
through freight,*	1.61 "	2.76 "	2.02 "	1.06 "
ALL FREIGHT,	1.95 "	2.50 "	2.55 "	2.12 "

EQUIPMENT.

Number of locomotives,	133	17	39	4
passenger cars,	276	16	53	-
parlor and sleeping cars,	40	-	-	-
mail, baggage, and express cars,	95	3	14	-
freight cars (basis 8 wheels),	2,933	510	1,179	-
other cars,	60	-	14	-
GENERAL INFORMATION, ETC.				
Total miles of road operated,	265.36	66.40	50.41	2.431
Same in Massachusetts,	5.87	18.60	26.01	2.431
Average number of persons employed,	5,591	445	886	97

* To and from other roads.

EQUIPMENT.

Number of locomotives,	133	17	39	4
passenger cars,	276	16	53	-
parlor and sleeping cars,	40	-	-	-
mail, baggage, and express cars,	95	3	14	-
freight cars (basis 8 wheels),	2,938	510	1,179	-
other cars,	60	-	14	-
GENERAL INFORMATION, ETC.				
Total miles of road operated,	265.36	66.40	50.41	2.431
Same in Massachusetts,	5.87	18.60	26.01	2.431
Average number of persons employed,	5,591	445	886	97

* To and from other roads.

NARROW GAUGE ROADS.		29.—BOSTON, REVERE & LYNN.	30.—BOSTON, WINTHROP & SHORE.	31.—HOOSAC TUNNEL & WILMINGTON.*
CAPITAL STOCK.				
Amount paid in,	.	\$600,000 00	\$289,600 00	\$50,000 00
Number of stockholders,	.	342	53	25
Stockholders in Massachusetts,	.	318	52	23
Amount of stock held in Massachusetts,	.	\$540,400 00	\$282,100 00	\$47,500 00
DEBT.				
Funded debt,	.	\$350,000 00	\$246,000 00	—
Unfunded debt,	.	118,884 69	5,249 00	\$47,050 00
TOTAL GROSS DEBT,	.	468,884 69	251,249 00	47,050 00
PERMANENT INVESTMENTS.				
Construction,	.	\$677,603 70	\$403,259 55	\$95,000 00
Equipment,	.	220,095 09	6,500 00	—
Other property,	.	233,400 46	94,100 00	—
TOTAL PERMANENT INVESTMENTS,	.	1,131,099 25	503,859 55	95,000 00
Cash and cash assets,	.	27,363 32	41,543 94	—
TOTAL PROPERTY AND ASSETS,	.	1,158,462 57	545,403 49	95,000 00
REVENUE FOR THE YEAR.				
From local passengers,	.	\$215,986 44	\$18,324 70	\$1,705 64
through passengers,	.	4,492 50	4,288 45	—
express and extra baggage,	.	—	—	169 78
mails,	.	—	—	357 29
all other sources,	.	19,665 62	823 00	6,976 34
TOTAL INCOME FROM ALL SOURCES,	.	240,144 56	23,436 15	9,209 05

EXPENSES.				
Transportation expenses, . . . . .	.	.	\$141,010 86	\$13,475 63
Taxes, . . . . .	.	.	12,842 09	264 47
TOTAL EXPENSES, . . . . .	.	.	153,852 95	13,740 10
NET INCOME, DIVIDENDS, ETC.				
Net income, . . . . .	.	.	\$86,291 61	\$9,696 05
Rents, . . . . .	.	.	—	—
Interest accrued, . . . . .	.	.	25,276 51	10,257 41
Dividends earned, . . . . .	.	.	61,015 10	561 36†
Per cent., . . . . .	.	.	—	—
Dividends declared, . . . . .	.	.	39,000 00	—
Per cent., . . . . .	.	.	6.5	—
Balance for the year, . . . . .	.	.	22,015 10	561 36†
Surplus last year, . . . . .	.	.	67,562 78	5,115 85
Surplus Sept. 30, 1887, . . . . .	.	.	89,577 88	4,554 49

† Deficit.

• This road in Massachusetts is illegally operated.

NARROW GAUGE ROADS.		29. — BOSTON, REVERE BEACH & LYNN — Con.	30. — BOSTON, WINTHROP & SHORE — Con.	31. — HONNAC TUNNEL & WILMINGTON — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage, . . . . .	.	176,273	44,400	8,282
Other train mileage, . . . . .	.	6,086	2,100	—
TOTAL TRAIN MILEAGE. . . . .	.	182,359	46,500	8,282
Number season-ticket passengers, . . . .	.	401,230	33,384	—
Number local passengers (including season),	.	2,081,178	282,523	—
Number through passengers,* . . . . .	.	49,295	49,295	—
<i>Total number of passengers carried,</i>	.	2,130,473	331,818	—
Local passenger mileage, . . . . .	.	11,202,440	66,913	42,641
Through passenger mileage,* . . . . .	.	152,814	685,676	—
<i>Total passenger mileage,</i> . . . . .	.	11,355,254	702,589	42,641
EQUIPMENT.				
Number of locomotives, . . . . .	.	9	1	2
passenger cars, . . . . .	.	39	8	4
mail, baggage, and express cars, . . . .	.	—	—	—
freight cars (basis 8 wheels), . . . . .	.	4	—	29
other cars, . . . . .	.	24	—	—
GENERAL INFORMATION, ETC.				
Total miles of road operated, . . . . .	.	8.8	9.51	11.00
Same in Massachusetts, . . . . .	.	8.8	9.51	8.00
Average number of persons employed, . .	.	125	10	16

* To and from other roads.

NARROW GAUGE ROADS.		32. — MARTHA'S VINEYARD.	33. — NANTUCKET	34. — WORCESTER & SHREWSBURY.
CAPITAL STOCK.				
Amount paid in, . . . . .	.	\$40,000 00	\$95,000 00	\$36,825 00
Number of stockholders, . . . . .	.	26	75	10
Stockholders in Massachusetts, . . . . .	.	23	60	10
Amount of stock held in Massachusetts, . . . . .	.	\$32,400 00	\$83,100 00	\$36,825 00
DEBT.				
Funded debt, . . . . .	.	\$40,000 00	\$59,500 00	\$22,000 00
Unfunded debt, . . . . .	.	2,032 00	18,175 63	11,343 15
TOTAL GROSS DEBT, . . . . .	.	42,032 00	77,675 63	33,343 15
PERMANENT INVESTMENTS.				
Construction, . . . . .	.	\$91,512 09	\$156,904 67	\$54,403 07
Equipment, . . . . .	.	14,086 00	14,413 18	40,010 73
Other property, . . . . .	.	3,501 63	—	—
TOTAL PERMANENT INVESTMENTS, . . . . .	.	109,099 72	171,317 85	94,413 80
Cash and cash assets, . . . . .	.	837 22	1,730 68	400 59
TOTAL PROPERTY AND ASSETS, . . . . .	.	109,936 94	173,048 53	94,814 39
REVENUE FOR THE YEAR.				
From local passengers, . . . . .	.	\$5,056 30	\$5,927 80	\$29,569 01
through passengers, . . . . .	.	—	—	—
express and extra baggage, . . . . .	.	—	—	—
mails, . . . . .	.	222 00	200 00	—
all other sources, . . . . .	.	334 39	440 75	2,058 96
TOTAL INCOME FROM ALL SOURCES, . . . . .	.	5,612 69	6,568 55	31,627 97

NARROW GAUGE ROADS.		32. — MARTHA'S VINEYARD — CON.	33. — NANTUCKET — CON.	34. — WORCESTER & SURRESBURY — CON.
EXPENSES.				
Transportation expenses, .	.	\$3,282 34	\$5,958 75	\$20,934 72
Taxes, .	.	34 47	19 90	283 46
TOTAL EXPENSES, .	.	3,316 81	5,978 65	21,218 18
NET INCOME, DIVIDENDS, ETC.				
Net income, .	.	\$2,295 88	\$589 90	\$10,409 79
Rents, .	.	—	—	—
Interest accrued, .	.	2,000 00	5,372 01	1,320 00
Dividends earned, .	.	295 88	—	9,189 79
Per cent., .	.	—	—	—
Dividends declared, .	.	—	—	—
Per cent., .	.	—	—	—
Balance for the year, .	.	295 88	4,782 11†	9,089 79
Surplus last year, .	.	27,609 06	6,155 01	15,556 46
Surplus Sept. 30, 1887, .	.	27,904 94	372 90	24,646 24
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage, .	.	6,298	10,538	35,071
Other train mileage, .	.	—	—	—
TOTAL TRAIN MILEAGE, .	.	6,298	10,538	35,071
Number season-ticket passengers, .	.	—	—	—
Number local passengers (including season), .	.	20,365	20,058	377,999
Number through passengers,* .	.	—	—	—
Total number of passengers carried, .	.	20,365	20,058	377,999
Local passenger mileage, .	.	147,647	230,638	1,133,997

LEASED ROADS.*		31. — ATTLEBOROUGH BRANCH 1	36. — BERKSHIRE. 2	37. — CENTRAL MASSA- CHUSETTS. 3	38. — EASTERN. 4	39. — FALL RIVER. 5
LIABILITIES.						
Capital stock, . . . . .	.	\$131,700 00	\$600,000 00	\$7,313,324 00†	\$8,147,000 00†	\$200,000 00
Funded debt, . . . . .	.	—	—	2,000,000 00	10,074,279 14	200,000 00
Unfunded debt, . . . . .	.	—	245 07	—	920,978 63	62,717 86
Surplus Sept. 30, 1887, . . . . .	.	781 21	14,274 55	—	1,215,895 45\$	18,885 57††
TOTAL LIABILITIES, . . . . .	.	132,481 21	614,519 62	9,313,324 00	20,358,153 22	462,717 86
ASSETS.						
Construction, . . . . .	.	\$131,416 48	\$600,000 00	\$9,313,324 00	\$14,497,655 26	\$443,832 29
Other property, . . . . .	.	1,000 00	6,000 00	—	4,504,806 25	—
Cash and cash assets, . . . . .	.	64 73	8,519 62	—	1,355,691 71	—
TOTAL ASSETS, . . . . .	.	132,481 21	614,519 62	9,313,324 00	20,358,153 22	443,832 29
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources, . . . . .	.	\$9,219 00	\$42,441 08	\$51,500 00	\$1,309,001 77	\$12,534 05
Total expenses, . . . . .	.	—	10,150 91	1,500 00	48,582 84	576 80
Net income, . . . . .	.	9,219 00	32,290 17	50,000 00	1,260,418 93	11,957 25
Interest accrued, . . . . .	.	—	—	50,000 00	746,477 17||	10,000 00
Dividends declared, . . . . .	.	9,219 00	32,269 44	—	188,859 00	—
Per cent., . . . . .	.	7.0	5.37	—	**6.0	—
Balance for the year, . . . . .	.	—	20 73	—	325,082 76	1,957 25

* Leased to and operated by the † Boston & Providence, ‡ Houseatic of

Connecticut, § Boston & Lowell, ¶ Boston & Maine, * Old Colony.

† Common, \$3,383,900; preferred, \$3,919,424.

‡ Common, \$1,997,600; preferred, \$3,149,400.

§ Including \$596,127.68 fund for redemption of mortgage debt.
|| Includes \$100,000 paid Trustees of Sinking Fund.

** On preferred stock only.

†† Deficit.

LEASED ROADS.*	40.—HOLYOKE & WESTFIELD 1	41.—LOWELL & ANDOVER 2	42.—MILFORD, FRANKLIN & PROVIDENCE. †	43.—MORADOCK 3	44.—NASHUA & LOWELL 4
LIABILITIES.					
Capital stock,	\$260,000 00	\$500,000 00	\$100,000 00	\$205,400 00	\$300,000 00
Funded debt,	260,000 00	178,000 00	—	48,500 00	300,000 00
Unfunded debt,	1,626 86	—	1,116 38	—	63,974 00
Surplus Sept. 30, 1887,	10,012 67	117,778 63	—	123,619 24	119,274 87
TOTAL LIABILITIES,	531,639 53	795,778 63	101,116 38	377,519 24	1,283,248 87
ASSETS.					
Construction,	\$522,268 89	\$754,695 94	\$101,116 38	\$367,701 26	\$691,292 07
Other property,	—	—	—	3,090 00	218,242 95
Cash and cash assets,	9,370 64	41,082 69	—	6,727 98	373,713 35
TOTAL ASSETS,	531,639 53	795,778 63	101,116 38	377,519 24	1,283,248 37
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	\$26,699 65	\$53,293 32	—	\$16,500 00	\$88,549 99
Total expenses,	2,736 89	388 66	—	61 20	4,023 52
Net income,	23,962 76	52,904 66	—	16,438 80	84,526 47
Interest accrued,	17,600 00	10,728 34	—	2,533 89	18,392 79
Dividends declared,	9,100 00	35,000 00	—	4,000 00	68,000 00
Per cent.,	3.5	7.0	—	2.0	8.5
Balance for the year,	2,737 24†	7,176 32	—	9,904 91	1,866 32‡

* Leased to and operated by the ¹New Haven & Northampton, ²Boston & Maine, ³Cheshire, ⁴Boston & Lowell.

† Operated by the Milford & Woonsocket R. R. Company upon terms not yet agreed upon.

‡ Deficit.

LEASED ROADS.*	45. — NARRICA & ACTON & BOSTON. 1	46. — NEWBURYPORT CITY. 2	47. — NORTH BROOKFIELD 3	48. — PITTSFIELD & NORTH ADAMS. 4	49. — RHODE ISLAND & MASSA- CHUSETTS. 5
LIABILITIES.					
Capital stock,	\$500,000 00	\$97,000 00	\$100,000 00	\$450,000 00	\$100,000 00
Funded debt,	500,000 00	25,000 00	—	—	—
Unfunded debt,	492,482 90	—	—	—	19 00
Surplus Sept. 30, 1887,	429,194 29†	17,477 96	5,931 09	—	15,090 63
TOTAL LIABILITIES,	1,492,482 90	139,477 96	105,931 09	450,000 00	115,109 63
ASSETS.					
Construction,	\$1,057,031 20	\$122,128 33	\$105,456 79	\$450,000 00	\$112,321 13
Other property,	—	—	75 00	—	—
Cash and cash assets,	6,257 41	17,349 63	899 30	—	2,788 50
TOTAL ASSETS,	1,063,288 61	139,477 96	105,931 09	450,000 00	115,109 63
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	—	\$6,728 66	\$3,146 12	\$22,500 00	\$10,000 00
Total expenses,	—	1,056 01	210 27	—	2,134 80
Net income,	—	5,672 65	2,935 85	22,500 00	7,865 20
Interest accrued,	\$30,000 00	1,750 00	—	—	—
Dividends declared,	—	3,152 50	3,000 00	22,500 00	15,000 00
Per cent.,	—	3.25	3.0	5.0	15.0
Balance for the year,	30,000 00†	770 15	64 15†	—	7,134 80†

† Deficit.

* Leased to 1 Concord of N. H., 2 Eastern, and operated by the Boston & Maine, 3, 4 Boston & Albany, 5 New York & New England.

LEASED ROADS.*	50. — PROVIDENCE, WEBSTER & SPRING- FIELD 1	51. — SPENCER 1	52. — SPRINGFIELD & NEW LONDON. 2	53. — STOCKBRIDGE & PITTSFIELD 3	54. — STONY BROOK. 4
LIABILITIES.					
Capital stock,	\$135,000 00	\$50,000 00	\$108,145 00	\$148,700 00	\$300,000 00
Funded debt,	—	4,500 00	—	—	—
Unfunded debt,	56,282 65	—	29 50	812 75	—
Surplus Sept. 30, 1887,	3,586 94	8,360 35	341 48†	2,842 78	210 82
TOTAL LIABILITIES,	194,869 69	62,860 35	198,174 50	452,355 53	300,210 82
ASSETS.					
Construction,	\$192,157 69	\$62,854 43	\$187,805 52	\$148,700 00	\$276,601 19
Other property,	—	—	9,998 00	2,550 00	21,492 98
Cash and cash assets,	2,711 90	5 92	29 50	1,105 53	2,117 25
TOTAL ASSETS,	194,869 59	62,860 35	197,833 02	452,355 53	300,210 82
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	\$4,672 69	\$3,321 65	\$4,143 15	\$31,647 00	\$20,000 00
Total expenses,	257 88	903 72	216 74	7,357 54	513 11
Net income,	4,414 81	2,417 93	3,926 41	24,289 46	19,486 89
Interest accrued,	3,382 18	241 87	—	66 97	—
Dividends declared,	—	2,750 00	3,980 13	24,195 14	19,500 00
Per cent.,	—	5.5	3.25	5.39	6.5
Balance for the year,	1,092 63	573 94†	53 72†	27 35	13 11†

* These roads are leased to and operated by the 1 Boston & Albany, 2 New York & New England, 3 Housatonic of Connecticut, 4 Boston & Lowell.

† Deficit.

LEASED ROADS.*	55.—VERMONT & MASSACHUSETTS. 1	56.—WARE RIVER. 2	57.—WEST ABERBURY BRANCH. 3	58.—WEST STOCK-BRIDGE. 4	59.—WORCESTER, NASHUA & ROCHESTER. 3
LIABILITIES.					
Capital stock,	\$3,193,000 00	\$750,000 00	\$57,000 00	\$39,600 00	\$3,099,800 00
Funded debt,	1,000,000 00	—	57,000 00	—	1,468,500 00
Unfunded debt,	12,041 55	365,163 82	90 00	—	265,616 64
Surplus Sept. 30, 1887,	142,002 28	—	220 05	1,230 21	162,321 10†
TOTAL LIABILITIES,	4,347,043 83	1,115,163 82	114,310 05	40,830 21	4,833,916 64
ASSETS.					
Construction,	\$3,288,328 01	\$1,115,163 82	\$114,000 00	\$39,600 00	\$4,138,584 99
Other property,	261,233 64	—	—	400 00	415,336 03
Cash and cash assets,	211,274 01	—	310 05	830 21	117,674 52
TOTAL ASSETS,	3,760,835 66	1,115,163 82	114,310 05	40,830 21	4,671,595 54
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	\$194,580 00	\$52,500 00	\$5,700 00	\$1,945 19	\$250,000 00
Total expenses,	3,000 00	—	523 17	329 45	3,354 20
Net income,	191,580 00	52,500 00	6,176 83	1,615 74	246,645 80
Interest accrued,	†	—	8,990 00	—	82,804 43
Dividends declared,	191,580 00	52,500 00	1,140 00	1,584 00	183,798 00
Per cent.,	6.0	7.0	2.0	4.0	6.0
Balance for the year,	142,002 28	—	46 83	31 74	19,956 63†

* These roads are leased to and operated by the Fitchburg, Boston & Albany, Boston & Maine, Housatonic of Connecticut, and New York & New Haven Railroad Companies.
† Interest paid by Fitchburg Railroad Company.
‡ Deficit.

	60. — CHELSEA BRANCH 1†	61. — DANVER-2‡	62. — HORN POND BRANCH 3	63. — CHATHAM-§
LIABILITIES.				
Capital stock,	\$21,000 00	\$67,500 00	\$2,000 00	\$66,195 00
Funded debt,	—	150,000 00	—	—
Unfunded debt,	17,310 52	26,956 02	—	—
Surplus Sept. 30, 1884,	—	—	13,238 46	—
TOTAL LIABILITIES,	38,310 52	244,456 02	15,238 46	66,195 00
ASSETS.				
Construction,	\$38,310 52	\$244,456 02	\$15,238 46	\$61,924 57
Other property,	—	—	—	—
Cash and cash assets,	—	—	—	4,270 43
TOTAL ASSETS,	38,310 52	244,456 02	15,238 46	66,195 00

† These roads are virtually owned by the Eastern, and operated by the Boston & Maine, ‡ Boston & Maine, and their earnings and expenses are included in the returns of the operating roads.

§ Road in process of construction.

	64.—NANTASKET BEACH.*	63.—NEWBURYPORT.†	66.—NEW YORK & BOSTON ISLAND.‡	67.—OCEAN TERMINAL.‡
LIABILITIES.				
Capital stock,	—	\$220,340 02	\$139,960 00	\$2,000 00
Funded debt,	—	300,000 00	—	—
Unfunded debt,	—	77,046 31	17,862 12	—
Surplus Sept. 30, 1887,	—	—	—	—
TOTAL LIABILITIES,	—	597,386 33	157,822 12	2,000 00
ASSETS.				
Construction,	—	\$597,386 33	\$157,760 82	\$2,000 00
Other property,	—	—	—	—
Cash and cash assets,	—	—	61 30	—
TOTAL ASSETS,	—	597,386 33	157,822 12	2,000 00

* Road in the possession of the trustee for the bondholders, and not in operation during the past year.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that road.

‡ Obtained a certificate of incorporation but has not yet commenced the construction of its road.

TABULATED COMPARATIVE RESULTS
OF THE
CONDITION AND OPERATION
OF SEVERAL OF THE
RAILROAD CORPORATIONS OF THE STATE.

COMPILED FROM REPORTS.

TABULATED COMPARATIVE RESULTS OF RAILROAD CORPORATIONS.

RAILROADS	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.					
	68.— Stock paid in.	69.— Net Debt.	70.— Total Stock and Net Debt.	71.— Construction.	72.— Equipment.	73.— Total Permanent Investments.
Boston & Albany,	\$65,677 13	\$28,654 52	\$94,331 65	\$83,575 27	\$10,329 04	\$95,827 54
Boston & Lowell,	56,370 68	55,972 23	112,342 91	73,859 18	13,102 89	130,910 42
Boston & Maine,	56,451 61	26,274 68	82,726 29	77,588 21	10,549 84	97,234 37
Boston & Providence,	62,743 13	18,389 12	81,132 25	74,923 50	3,253 23	82,952 45
Fitchburg,	74,081 96	49,583 76	123,665 72	112,631 73	10,187 63	124,670 35
New York & New England,	67,378 82	48,754 27	116,133 09	101,474 53	11,721 32	114,561 42
Old Colony,	24,517 84	21,565 09	46,082 93	39,873 73	4,720 76	48,235 71
Eastern,	68,554 36	81,113 81	149,668 17	121,993 06	12,183 01	159,899 54
Average,	\$55,522 22	\$38,267 31	\$93,789 53	\$81,299 28	\$9,139 64	\$97,261 33
Cheshire,	\$40,158 52	\$8,848 26	\$49,006 78	\$44,671 18	\$6,010 19	\$50,681 37
Connecticut River,	42,435 09	771 66	43,206 75	51,294 41	7,818 82	60,896 76
New Haven & Northampton,	19,316 84	30,749 75	50,066 59	44,366 22	7,159 65	52,314 04
New York, New Haven & Hartford,	110,163 47	—	110,163 47	99,205 96	17,621 37	123,932 62
Norwich & Worcester,	39,222 89	4,861 82	44,084 71	50,409 75	2,703 83	57,229 89
Providence & Worcester,	49,593 33	13,834 05	63,427 38	69,430 47	11,406 47	80,837 14
Average,	\$56,857 69	\$11,039 92	\$67,897 61	\$64,201 59	\$9,928 76	\$77,111 73
Average 14 Roads,	\$55,787 91	\$32,335 65	\$88,123 56	\$77,549 25	\$9,307 04	\$92,841 29

Tabulated Comparative Results of Railroad Corporat

RAILROADS.	EARNINGS AND EXPENSES PER MILE ROAD OPENED		
	74. — Total Transportation Earnings.	75. — Operating Expenses.	76. — Net Earnings.
Boston & Albany,	\$21,918 36	\$15,076 30	\$6,841 76
Boston & Lowell,	5,842 36	4,048 05	1,794 31
Boston & Maine,	12,953 39	8,032 45	4,920 94
Boston & Providence,	27,767 10	23,466 71	4,300 39
Fitchburg,	12,412 78	9,551 45	2,861 33
New York & New England,	10,587 84	7,251 27	3,336 57
Old Colony,	10,012 86	7,223 09	2,789 77
Average,	\$11,580 58	\$8,113 97	\$3,466 61
Cheshire,	\$10,072 31	\$6,643 87	\$3,428 44
Connecticut River,	11,768 84	7,999 81	3,769 03
New Haven & Northampton,	4,720 83	3,782 82	938 01
New York, New Haven & Hartford,	29,109 11	19,877 56	9,231 55
Norwich & Worcester,	11,213 70	6,611 83	4,601 87
Providence & Worcester,	24,437 13	15,632 25	8,804 88
Average,	\$17,312 43	\$11,759 39	\$5,553 04
Average 13 Roads,	\$12,619 80	\$8,774 91	\$3,844 89

ERRATUM.

N. Y. & N. E. earnings and expenses per total revenue train-mile should be :

Total transportation earnings,	\$1 646
Operating expenses,	1.127
Net earnings,	0.519

TABULATED COMPARATIVE RESULTS OF RAILRC

RAILROADS	STOCK, DEBT AND COF		
	65.—Stock paid in.	68.— Net Debt.	70.— Total Stock and Net Debt.
Boston & Albany,	\$65,677 13	\$28,654 52	\$94,331 65
Boston & Lowell,	56,370 68	55,972 23	112,342 91
Boston & Maine,	56,451 61	26,274 68	82,726 29
Boston & Providence,	62,743 13	18,389 12	81,132 25
Fitchburg,	74,081 96	49,583 76	123,665 72
New York & New England,	67,378 82	48,754 27	116,133 09
Old Colony,	24,517 84	21,565 09	46,082 93
Eastern,	68,554 36	81,113 81	149,668 17
Average,	\$55,522 22	\$38,267 31	\$93,789 53
Cheshire,	\$40,158 52	\$8,848 26	\$49,006 78
Connecticut River,	42,435 09	771 66	43,206 75
New Haven & Northampton,	19,316 84	30,749 75	50,066 59
New York, New Haven & Hartford,	110,163 47	—	110,163 47
Norwich & Worcester,	39,222 89	4,861 82	44,084 71
Providence & Worcester,	49,593 33	13,834 05	63,427 38
Average,	\$56,857 69	\$11,039 92	\$67,897 61
Average 14 Roads,	\$55,787 91	\$32,335 65	\$88,123 56

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE ROAD OPERATED.			EARNINGS AND EXP. PER TOTAL REVENUE TRAIN-MILE.		
	74. — Total Transportation Earnings.	75. — Operating Expenses.	76. — Net Earnings.	77. — Total Transportation Earnings.	78. — Operating Expenses.	79. — Net Earnings.
Boston & Albany.	\$21,918 36	\$15,076 30	\$6,842 06	\$1,628	\$1,120	\$0,508
Boston & Lowell.	5,842 36	4,048 05	1,794 31	1,225	.849	.376
Boston & Maine.	12,953 39	8,032 45	4,920 94	1,584	.982	.602
Boston & Providence.	27,767 10	25,466 71	2,300 39	1,802	1,652	.150
Fitchburg.	12,412 78	9,551 45	2,861 33	1,417	1,090	.327
New York & New England.	10,587 84	7,251 27	3,336 57	1,202	.823	.379
Old Colony.	10,012 86	7,223 09	2,789 77	1,730	1,248	.482
Average.	\$11,580 58	\$8,113 97	\$3,466 61	\$1,541	\$1,080	\$0,461
Cheshire.	\$10,072 31	\$6,643 87	\$3,428 44	\$1,093	\$0,721	\$0,372
Connecticut River.	11,768 84	7,999 81	3,769 03	1,914	1,301	.613
New Haven & Northampton.	4,720 83	3,782 82	938 01	1,326	1,062	.264
New York, New Haven & Hartford.	29,109 11	19,877 56	9,231 55	1,876	1,281	.595
Norwich & Worcester.	11,213 70	6,611 83	4,601 87	1,432	.844	.588
Providence & Worcester.	24,437 13	15,632 25	8,804 88	2,192	1,402	.790
Average.	\$17,312 43	\$11,759 39	\$5,553 04	\$1,796	\$1,220	\$0,576
Average 13 Roads.	\$12,619 80	\$8,774 91	\$3,844 89	\$1,598	\$1,111	\$0,487

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EXPENSES PER TOTAL TRAIN MILE.							
	80. — Repairs of Road.*	81. — New Rails.	82. — Repairs of Bridges.	83. — Repairs of Locomotives.	84. — Fuel.	85. — Oil and Waste.	86. — Repairs of Passenger, Baggage and Mail Cars.†	87. — Repairs of Freight and other Cars.‡
Boston & Albany,	\$0.1211	\$0.0148	\$0.0154	\$0.0789	\$0.1141	\$0.0099	\$0.1365	\$0.2012
Boston & Lowell, . . . . .	.1184	.0094	.0240	.0373	.1001	.0073	.0477	.0851
Boston & Maine, . . . . .	.0973	.0125	.0323	.0458	.0817	.0046	.0862	.1327
Boston & Providence, . . . . .	.1452	.0160	.0809	.0822	.1069	.0153	.1086	.1537
Fitchburg, . . . . .	.1116	.0171	.0085	.0435	.0933	.0046	.0646	.1401
New York & New England, . . . . .	.1194	.0206	.0153	.0681	.1045	.0039	.0510	.1341
Old Colony, . . . . .	.1593	.0109	.0315	.0508	.0870	.0066	.1063	.1950
Average,	\$0.1200	\$0.0139	\$0.0239	\$0.0554	\$0.0973	\$0.0067	\$0.0864	\$0.1503
Cheshire,	\$0.0567	\$0.0051	\$0.0148	\$0.0502	\$0.1539	\$0.0104	\$0.1033	\$0.0567
Connecticut River, . . . . .	.2579	.0156	.0549	.0375	.1120	.0064	.0569	.1988
New Haven & Northampton, . . . . .	.2609	—	.0266	.0567	.0956	.0099	.0805	.1346
New York, New Haven & Hartford, . . . . .	.1370	.0054	.0110	.0376	.0751	.0062	.1010	.1491
Norwich & Worcester, . . . . .	.0761	.0298	.0112	.0607	.0989	.0038	.0550	.1790
Providence & Worcester, . . . . .	.1039	.0218	.0414	.0808	.0906	.0044	.1493	.1445
Average,	\$0.1429	\$0.0088	\$0.0188	\$0.0497	\$0.0886	\$0.0065	\$0.0976	\$0.1369
Average, 13 roads,	\$0.1252	\$0.0127	\$0.0228	\$0.0541	\$0.0954	\$0.0067	\$0.0890	\$0.1475

* Including cost of new ties.

† Per passenger train mile.

‡ Per freight-train mile.

* Including cost of new ties.

† Per passenger train mile.

‡ Per freight-train mile.

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	REPAIRS.			AVERAGES, ETC.			
	88. — Per Locomotive.	89. — Per Passenger, Baggage and Mail Car.	90. — Per Freight Car.	91. — Per Passenger: Average Distance travelled.	92. — Per Ton of Freight: Average Distance carried.	93. — Average No of Passengers per Train Mile.	94. — Average No. of Tons of Freight per Train Mile.
Boston & Albany,	\$1,897 25	\$1,047 59	\$92 08	17.9	110.5	84	138
Boston & Lowell,	989 63	399 33	35 88	13.4	59.5	42	89
Boston & Maine,	1,157 34	581 50	47 32	13.1	49.0	72	87
Boston & Providence,	1,464 03	461 00	37 73	9.3	28.4	78	91
Fitchburg,	1,015 81	459 66	40 26	14.7	81.8	46	169
New York & New England,	1,548 96	334 00	43 11	11 6	68.6	52	132
Old Colony,	1,367 82	658 93	62 08	17.4	35.6	83	88
Average,	\$1,352 02	\$582 26	\$54 92	14.2	69.4	66	119
Cheshire,	\$1,119 03	\$471 68	\$52 16	29.5	55.2	34	92
Connecticut River,	710 68	372 15	53 79	10.2	23.4	50	113
New Haven & Northampton,	1,449 99	682 96	66 17	17.2	50.3	26	105
New York, New Haven & Hartford,	1,466 84	667 98	69 73	26.6	57.7	92	107
Norwich & Worcester,	1,856 42	541 76	61 06	15.4	31.4	50	115
Providence & Worcester,	1,754 55	748 77	27 38	8.0	28.0	71	122
Average,	\$1,474 17	\$637 65	\$57 53	20.5	45.3	77	107
Average 13 Roads,	\$1,375 59	\$595 35	\$55 41	15.4	63.0	68	117

Tabulated Comparative Results of Railroad Corporations — Concluded.

RAILROADS.	95. — Passenger Earnings.	96. — Freight Earnings.	97. — Total Transportation Earnings.	98. — Operating Expenses.	99. — Net Earnings.	100. — Per cent Operating Expenses to Trans. Earnings.
Boston & Albany,	\$4,023,451 19	\$4,493,588 15	\$8,517,039 34	\$5,858,348 99	\$2,658,690 35	69
Boston & Lowell,	2,310,806 16	2,892,842 89	5,206,649 05	3,607,581 78	1,599,067 27	69
Boston & Maine,	4,685,570 84	3,207,061 70	7,892,632 54	4,894,249 22	2,998,383 32	62
Boston & Providence,	1,236,661 80	644,615 07	1,881,276 87	1,725,430 89	155,855 98	92
Fitchburg,	1,565,184 33	2,707,543 69	4,272,728 02	3,287,800 96	984,927 06	77
New York & New England,	1,534,923 11	2,485,912 85	4,020,835 96	2,753,741 94	1,267,094 02	68
Old Colony,	2,772,798 59	1,993,923 61	4,768,722 20	3,440,067 05	1,328,655 15	72
Cheshire,	202,316 97	442,411 62	644,728 59	425,274 39	219,454 20	66
Connecticut River,	443,588 37	496,153 16	939,741 53	638,784 57	300,956 96	68
New Haven & Northampton,	245,309 31	571,442 65	816,751 96	654,466 22	162,285 74	80
New York, New Haven & Hartford,	4,772,031 08	2,952,361 81	7,724,392 89	5,274,709 84	2,449,683 05	68
Norwich & Worcester,	226,899 69	517,689 85	744,589 54	439,025 17	305,564 37	59
Providence & Worcester,	526,301 23	705,574 48	1,231,875 71	788,021 51	443,854 20	64

COMPARISON OF RETURNS

1886 with 1887,

AND

SUMMARY TAKEN FROM RETURNS

OF

1881-1882-1883-1884-1885-1886-1887.

Summary taken from the Returns of 1886 and 1887.

	1886.	1887.	Increase.	Decrease.
<i>Roadway.</i>				
	Miles.	Miles.	Miles.	Miles.
Length of road and branches, . . .	2,867.613	2,902.823	125.210	-
in Massachusetts, . . .	1,989.508	2,018.258	28.750	-
Length of double track, . . .	1,011.367	1,036.717	25.350	-
in Massachusetts, . . .	733.919	740.399	6.470	-
Length of sidings, . . .	1,249.862	1,360.009	110.147	-
in Massachusetts, . . .	892.676	964.330	71.654	-
Total length as single track, . . .	5,128.842	5,389.549	260.707	-
in Massachusetts, . . .	3,616.103	3,722.977	106.874	-
Length of steel rails in track, . . .	3,673.910	3,903.167	329.257	-
Length of iron rails in track, . . .	1,554.632	1,586.382	31.450	-
Total miles of road operated, . . .	3,778.387	4,131.884	353.497	-
in Massachusetts, . . .	1,988.879	2,051.504	62.625	-
Railroad crossings at grade, . . .	39	39	-	-
over grade, . . .	19	19	-	-
under grade, . . .	19	19	-	-
Highway crossings at grade, . . .	2,138	2,128	-	10
protected, . . .	738	765	27	-
unprotected, . . .	1,400	1,363	-	37
<i>Assets.</i>				
Construction,	\$178,013,772 71	\$207,660,619 30	\$29,646,846 59	-
Equipment,	22,465,263 04	22,743,981 34	278,718 30	-
Land,	2,552,865 50	2,634,545 11	81,679 61	-
Stocks,	7,509,923 65	8,374,339 26	864,416 61	-
Bonds,	1,319,627 07	1,064,525 12	-	\$255,101 95
Other property,	2,392,617 55	2,400,478 60	7,861 05	-
Total permanent investments, . . .	\$214,254,069 52	\$244,878,488 73	\$30,624,419 21	-
Cash,	\$4,034,413 04	\$3,585,665 42	-	\$448,747 62
Materials and supplies,	3,533,332 41	4,500,050 34	\$966,717 93	-
Sinking fund,	2,731,089 42	3,562,112 50	831,023 08	-
Other cash assets,	12,161,740 03	14,813,098 27	2,651,358 24	-
Total cash and cash assets, . . .	\$22,460,574 90	\$26,460,926 53	\$4,000,351 63	-
Profit and loss balance (deficit), . . .	1,682,947 64	2,213,493 17	530,545 53	-
Total assets as per balance-sheet, . . .	\$238,397,592 06	\$273,552,908 43	\$35,155,316 37	-
<i>Liabilities.</i>				
Capital stock,	\$130,687,969 02	\$150,469,414 02	\$19,781,445 00	-
Funded debt,	80,216,499 55	92,944,254 06	12,727,754 51	-
Unfunded debt,	13,256,572 84	15,162,767 07	1,906,194 23	-
Surplus,	14,236,550 65	14,976,473 28	739,922 63	-
Total liabilities as per balance-sheet, . . .	\$238,397,592 06	\$273,552,908 43	\$35,155,316 37	-
Total number of stockholders, . . .	38,876	39,705	829	-
in Massachusetts, . . .	28,478	29,806	1,328	-
Stock held in Massachusetts, . . .	\$84,734,764 02	\$92,728,240 02	\$7,993,476 00	-
Persons employed,	31,188	35,300	4,112	-

Summary taken from the Returns of 1886 and 1887.

	1886.	1887.	Increase.	Decrease.
<i>General Exhibit for the Year.</i>				
Total income,	\$49,315,820 50	\$53,650,438 27	\$4,334,617 77	-
Total expense, including taxes,	32,372,939 74	36,662,910 59	4,289,970 85	-
Net income,	16,942,880 76	16,987,527 68	44,646 92	-
Rentals,	3,514,299 44	3,754,593 33	240,293 89	-
Interest accrued,	4,810,019 68	4,880,512 85	70,493 17	-
Dividends earned,	8,618,561 64	8,352,421 50	-	\$266,140 14
per cent.,	6.70	5.55	-	1.15
Dividends declared,	6,857,506 30	7,550,901 61	693,395 31	-
per cent.,	5.35	5.02	-	0.31
Balance for the year,	1,761,053 34	801,519 89	-	959,535 45
Surplus Sept. 30,	12,553,003 01	12,762,980 11	209,977 10	-
<i>Transportation Earnings.</i>				
From local passengers,	\$15,773,723 12	\$17,009,841 66	\$1,236,118 54	-
through passengers,	5,401,602 23	5,950,080 34	548,478 11	-
express and extra baggage,	1,290,947 06	1,398,039 81	117,092 75	-
mails,	686,738 42	703,493 14	16,754 72	-
other sources,	188,314 88	224,281 74	35,966 86	-
Total passenger department,	\$23,331,325 71	\$25,285,736 69	\$1,954,410 98	-
From local freight,	\$10,929,413 10	\$11,621,372 13	\$691,959 03	-
through freight,	11,852,778 57	13,034,633 12	1,181,854 55	-
other sources,	58,171 86	126,916 40	68,744 54	-
Total freight department,	\$22,840,363 53	\$24,782,921 65	\$1,942,558 12	-
Total transportation earnings,	46,171,689 24	50,068,658 34	3,896,969 10	-
Transportation expenses, including taxes,	\$32,892,265 58	\$37,280,008 88	\$4,387,743 30	-
<i>Mileage, Traffic, etc.</i>				
Train miles, passenger,	17,268,159	18,522,488	1,254,329	-
freight,	12,303,808	13,057,794	753,986	-
Total revenue-train miles,	29,571,967	31,580,282	2,008,315	-
Miles run by other trains,	6,860,076	7,810,797	941,721	-
Total train miles,	36,441,043	39,391,079	2,950,036	-
Passengers, season ticket,	10,810,716	11,104,632	293,916	-
total number,	75,842,581	82,923,364	7,080,783	-
local mileage,	865,354,544	956,475,258	91,120,712	-
through mileage,	258,793,501	285,555,822	26,762,321	-
total mileage,	1,124,148,045	1,242,031,073	117,883,033	-
Freight, total tons carried,	22,925,532	24,605,140	1,679,608	-
local mileage,	411,259,886	432,270,692	21,010,806	-
through mileage,	980,366,552	1,085,661,320	105,294,768	-
total mileage,	1,391,626,438	1,517,932,012	126,305,574	-
<i>Equipment.</i>				
Locomotives,	1,445	1,550	105	-
Passenger cars,	2,058	2,191	133	-
Mail, baggage and express cars,	618	564	46	-
Freight cars (basis 8 wheels),	31,319	34,200	2,881	-

Summary taken from Returns of 1881, 1882, 1883, 1884, 1885, 1886, 1887.

	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Main line in Massachusetts, . . .	1,927,944	1,949,460	1,923,258	1,973,708	1,981,688	1,989,508	2,018,258
Double track in Massachusetts, . . .	480,877	539,070	587,299	667,889	699,639	733,919	740,389
Sidings in Massachusetts, . . .	739,285	768,195	739,264	832,393	855,300	892,676	964,330
Total in Massachusetts, . . .	3,148,106	3,256,725	3,339,803	3,473,990	3,536,627	3,616,103	3,722,977
Amount of capital stock, . . .	\$122,135,614 12	\$122,976,262 26	\$122,367,572 27	\$127,668,390 27	\$128,551,658 54	\$130,687,969 02	\$150,469,414 02
Amount of stock held in Mass., . . .	80,813,841 82	80,602,561 35	81,477,470 02	83,332,908 02	85,444,154 02	84,734,764 02	92,728,240 02
Number of stockholders, . . .	36,354	37,284	38,275	39,205	39,440	38,876	39,705
Stockholders in Massachusetts, . . .	26,485	27,282	27,827	28,513	28,592	28,478	29,806
Gross debt, . . .	\$79,340,124 56	\$89,251,046 03	\$91,235,835 97	\$91,752,883 99	\$93,782,585 30	\$93,473,072 39	\$108,107,021 13
Net debt, . . .	64,880,890 76	71,913,806 09	72,933,290 93	74,439,473 75	73,706,622 04	71,012,497 49	81,646,094 60
Cost of construction, . . .	\$159,664,120 10	\$163,724,377 54	\$165,824,300 96	\$176,899,373 56	\$177,392,457 66	\$178,013,772 71	\$207,660,619 30
Cost of equipment, . . .	18,795,188 80	19,410,331 13	20,122,561 63	22,041,997 09	22,680,642 08	22,465,283 04	21,743,981 34
Cost of other property, . . .	11,404,816 30	15,821,119 87	12,934,424 16	12,940,503 89	13,612,864 16	13,775,083 77	14,473,888 09
Total permanent investment, . . .	189,864,125 20	198,955,828 54	198,901,276 75	211,881,874 54	213,685,963 90	214,254,069 52	241,878,488 73
Cash and cash assets, . . .	14,489,233 80	17,337,240 03	18,302,546 04	17,313,410 24	20,075,963 26	22,460,574 90	20,460,926 53
Total property and assets, . . .	204,353,359 00	216,293,068 57	217,203,821 79	229,195,284 78	233,761,927 16	236,714,644 42	271,339,416 26
Total income from all sources, . . .	\$37,764,395 83	\$10,846,370 10	\$43,380,387 63	\$43,119,302 70	\$44,623,350 35	\$49,315,820 50	\$53,650,438 27
Total expense,* . . .	27,062,644 23	29,944,467 15	32,479,907 71	32,070,884 61	32,504,375 47	35,887,239 18	40,417,503 92
Net income, . . .	10,701,751 60	10,902,202 95	10,900,479 92	11,048,618 19	12,118,974 88	13,428,581 32	13,232,934 35
Interest accrued, . . .	3,748,292 55	4,291,222 60	4,766,063 23	4,729,328 56	4,767,095 88	4,810,019 68	4,860,512 85
Dividends earned, . . .	6,933,469 05	6,610,980 36	6,144,594 69	6,319,289 63	7,361,879 00	8,618,561 64	8,362,421 60
Percentage to capital stock, . . .	6.69	5.37	5.02	4.95	5.72	6.70	6.55
Dividends declared, . . .	6,287,866 82	6,271,139 86	6,379,721 10	6,535,054 02	6,551,704 15	6,857,506 30	7,550,901 61
Per cent., . . .	6.15	5.10	5.21	5.12	5.10	6.33	6.02
Balance for the year, . . .	665,592 23	339,840 50	235,326 41d	215,765 29d	800,175 34	1,761,055 34	801,519 89
Total surplus Sept. 30, . . .	2,887,620 82	4,065,780 28	3,600,413 55	9,774,010 52	11,427,683 32	12,553,603 01	12,762,980 11

Taxes paid,	\$1,568,020 91	\$1,830,437 00	\$1,878,200 01	\$2,024,559 81	\$2,063,204 62	\$2,106,565 25	\$2,502,129 12
Mileage, passenger trains,	12,413,290	13,638,169	14,244,658	15,157,425	16,212,689	17,268,159	18,522,488
Mileage, freight trains,	10,398,539	10,398,126	11,382,154	11,282,338	11,722,667	12,363,808	13,057,794
Mileage, other trains,	4,393,954	4,818,505	5,524,011	5,864,570	6,233,344	6,869,076	7,810,797
Total train mileage,	27,205,783	29,052,800	31,150,823	32,304,333	34,168,999	36,441,043	39,391,079
Total passenger mileage,	788,422,761	892,321,207	943,945,658	1,007,136,376	1,041,628,073	1,124,148,045	1,242,031,078
Through passenger mileage, †	219,680,579	241,970,014	240,784,477	245,506,939	245,334,025	258,793,501	285,555,822
Total freight mileage,	1,080,802,796	1,130,070,632	1,220,824,418	1,259,368,472	1,266,160,455	1,391,626,438	1,517,932,012
Through freight mileage, †	760,709,637	777,203,347	822,282,968	870,491,828	887,168,408	980,366,552	1,085,661,320
Total passengers carried,	49,834,491	55,868,694	61,530,747	66,517,265	69,903,700	75,842,581	82,923,364
Total tons of freight carried,	17,971,072	19,061,164	20,202,881	20,273,920	20,377,096	22,975,532	24,605,140
Total season-ticket passengers,	12,616,987	12,674,117	12,769,420	11,436,929	10,694,750	10,810,716	11,104,632
Number persons employed,	25,490	27,403	29,844	30,590	30,069	31,188	35,300
Locomotives,	1,161	1,222	1,286	1,391	1,416	1,445	1,550
Passenger cars,	1,568	1,658	1,790	1,948	1,993	2,058	2,191
Mail and baggage cars,	432	463	482	525	509	518	564
Freight cars,	24,502	26,382	28,008	29,701	29,937	31,319	34,200
Steel rails,	2,134,964	2,466,203	2,774,431	3,121,720	3,336,476	3,573,910	3,903,167
Iron rails,	2,304,306	2,109,232	1,943,138	1,836,857	1,703,646	1,654,932	1,586,382

* Including operating expenses, taxes and rents.

† Mileage to and from other roads.

‡ Deficit.

PART II.

RAILROAD REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1887.

[As corrected by the Board.]

REPORT

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston and Providence Railroad Corporation.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$9,219 00
Net income,	9,219 00
Dividends declared (7 per cent.),	9,219 00
Balance at commencement of year,	781 21
Balance Sept. 30, 1887 (surplus),	781 21
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$131,416 48
Bonds of United States,	1,000 00
TOTAL PERMANENT INVESTMENTS,	\$132,416 48
Cash,	64 73
TOTAL ASSETS,	\$132,481 21
LIABILITIES.	
Capital stock,	\$131,700 00
Profit & Loss balance,	781 21
TOTAL LIABILITIES,	\$132,481 21
DESCRIPTION OF ROAD.	
Main line of road from Attleborough to North Attleborough,	4 miles.
Main line of road in Massachusetts,	4 "
Total road belonging to this company,	4 "
Sidings and other tracks not above enumerated,	1 mile.
Same in Massachusetts,	1 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	5 miles.
Same in Massachusetts,	5 "
Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2
BRIDGES.	
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1

Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither signals nor flagmen,	8
CAPITAL STOCK.	
Capital stock authorized by charter,	\$133,000 00
Capital stock authorized by votes of company,	131,700 00
Capital stock issued (number of shares, 1,317); amount paid in,	\$131,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	131,700 00
Total number of stockholders,	38
Number of stockholders in Massachusetts,	37
Amount of stock held in Massachusetts,	\$121,700 00

NAME AND RESIDENCE OF OFFICERS.

H. F. Barrows, *President*, North Attleborough, Mass. H. N. Daggett, *Treasurer*, Attleborough Falls, Mass. John R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. F. Barrows, North Attleborough, Mass. H. N. Daggett, Attleborough Falls, Mass. John R. Bronson, Attleborough, Mass. O. M. Draper, North Attleborough, Mass. A. A. Folsom, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
ATTLEBOROUGH FALLS, MASS.

H. F. BARROWS,
H. N. DAGGETT,
O. M. DRAPER,
Directors.
H. N. DAGGETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 14, 1887. Then personally appeared H. F. Barrows, H. N. Daggett and O. M. Draper, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD R. PRICE,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$42,441 08
Total expense (including taxes),	10,150 91
Net income,	32,290 17
Dividends declared,	32,269 44
Balance for the year (surplus),	20 73
Balance at commencement of year,	14,253 82
Balance Sept. 30, 1887 (surplus),	14 274 55
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$42,000 00
Income from all other sources, viz.:	441 08
Dividend on 80 shares of stock,	\$430 26
Interest on balance in bank,	10 82
TOTAL INCOME FROM ALL SOURCES,	\$42,441 08
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$400 00
Stationery and printing,	18 35
Outside agencies and advertising,	1 50
Contingencies and miscellaneous,	50
TOTAL EXPENSES,	\$420 35
Taxes,	9,730 56
TOTAL EXPENSES AND TAXES,	\$10,150 91
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$600,000 00
Stock of Berkshire Railroad Company,	6,000 00
TOTAL PERMANENT INVESTMENTS,	\$606,000 00
Cash,	8,519 62
TOTAL ASSETS,	\$614,519 62

LIABILITIES.	
Capital stock,	\$600,000 00
Dividends unpaid,	245 07
Profit & Loss balance,	14,274 55
TOTAL LIABILITIES,	\$614,519 62

DESCRIPTION OF ROAD.	
Main line of road from Sheffield to West Stockbridge, . .	22 miles.
Main line of road in Massachusetts,	22 "

CAPITAL STOCK.	
Capital stock authorized by charter,	\$800,000 00
Capital stock authorized by votes of company,	600,000 00
Capital stock issued (number of shares, 6,000); amount paid in,	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	600,000 00
Total number of stockholders,	236
Number of stockholders in Massachusetts,	136
Amount of stock held in Massachusetts,	\$394,500 00

NAME AND RESIDENCE OF OFFICERS.

Egbert Hollister, *President*, Great Barrington, Mass. Daniel R. Williams, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Egbert Hollister, Great Barrington, Mass. F. T. Whiting, Great Barrington, Mass. Henry T. Robbins, Great Barrington, Mass. Chas. J. Taylor, Great Barrington, Mass. D. R. Williams, Stockbridge, Mass.

PROPER ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,
STOCKBRIDGE, MASS.

EGBERT HOLLISTER,
F. T. WHITING,
HENRY T. ROBBINS,
CHAS. J. TAYLOR,
D. R. WILLIAMS,
Directors.
D. R. WILLIAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 1, 1887. Then personally appeared Egbert Hollister, F. T. Whiting, Chas. J. Taylor, D. R. Williams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. N. DELAND,
Notary Public.

REPORT

OF THE

BOSTON AND ALBANY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$8,925,745 04
Total expense (including taxes),	6,378,635 81
Net income,	2,552,109 23
Rentals:	78,000 00
Ware River Railroad,	\$52,500 00
Pittsfield and North Adams Railroad,	22,500 00
North Brookfield Railroad,	3,000 00
Interest accrued during year,	662,900 00
On funded debt,	\$662,900 00
Dividends declared (8 per cent.),	1,599,565 00
Balance for the year (surplus),	211,644 23
Balance at commencement of year,	\$215,570 36
Deduct:	
Boston & Albany Railroad stock distributed to stockholders,* †.	\$1,044,405 00
Balance at commencement of year as so changed (deficit),* .	828,834 64
Balance Sept. 30, 1887 (deficit),*	617,190 41
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,378,259 38
through passengers (to and from other roads),	1,227,720 04
express and extra baggage,	263,775 18
mails,	153,696 59
Total earnings from passenger department,	4,023,451 19
From local freight,	2,261,611 79
through freight (to and from other roads),	2,231,976 36
Total earnings from freight department,	4,493,588 15
TOTAL TRANSPORTATION EARNINGS,	8,517,039 34
Income from all other sources, viz.:	408,705 70
Rent of buildings,	\$146,633 80
Elevators, wharves, warehouses, etc.,	163,783 77
Gravel,	89,629 81
Interest,	8,658 32
TOTAL INCOME FROM ALL SOURCES,	\$8,925,745 04
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$145,597 44
Legal expenses,	23,567 67
Insurance,	37,599 05
Stationery and printing,	43,512 75

* These changes were made subsequent to the signing of the Report by the Directors, by order of the Railroad Commissioners.

† In the return as signed and filed by the directors, this sum was included in the assets of the company, but under the ruling of the board, that "stock distributed to stockholders" is not an asset of the company, it has been charged to profit and loss.

Outside agencies and advertising,	\$10,321 01
Contingencies and miscellaneous,	34,887 20
Repairs of bridges (including culverts and cattle-guards),	93,455 81
Repairs of buildings,	235,416 67
Repairs of fences, road-crossings and signs,	41,817 74
Renewal of rails,	89,575 28
[Number tons steel laid, 2,732.]	
[Number tons iron laid, 321.]	
Renewal of ties,	118,585 51
[Number laid, 236,271.]	
Repairs of road-bed and track,	614,937 40
Repairs of locomotives,	478,107 69
Fuel for locomotives,	690,985 25
[Tons of coal, 176,729; cords of wood, 2,041.]	
Water supply,	37,335 71
Oil and waste,	59,777 77
Locomotive service,	443,569 73
Repairs of passenger-cars,	313,229 95
Passenger-train service,	197,819 98
Passenger-train supplies,	2,437 19
Repairs of freight-cars,	590,900 54
Freight-train service,	361,268 57
Freight-train supplies,	2,117 50
Mileage freight-cars,	71,609 25
Telegraph expenses,	19,293 84
Loss and damage, freight and baggage,	18,831 26
Loss and damage, property and cattle,	2,219 38
Personal injuries,	52,279 62
Agents and station service,	938,549 71
Station supplies,	88,742 52
TOTAL OPERATING EXPENSES,	\$5,858,348 99
Taxes,	515,286 82
TOTAL OPERATING EXPENSES AND TAXES,	\$6,373,635 81
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands,	\$23,325 80
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$23,325 80

Balance Sheet Sept. 30, 1887.

ASSETS.	
Cost of road,	\$24,368,716 50
Cost of equipment,	3,145,400 00
Real estate,	97,175 96
Springfield & North-Eastern Railroad,	438,358 28
Newton Highland Branch,	411,400 00
Riverside Branch,	231,865 76
Stock of West Stockbridge Railroad,	13,000 00
Stock of Hudson River bridges,	475,485 00
TOTAL PERMANENT INVESTMENTS,	\$29,181,401 50
Cash,	\$752,086 05
Bills receivable,	40,000 00
Due from agents and companies,	365,163 82
Materials and supplies,	352,886 35

Trustees improvement fund,	\$1,372,717 94	
TOTAL CASH ASSETS,		\$2,882,854 16
Profit & Loss balance,		617,190 41
TOTAL ASSETS,		\$32,681,446 07
LIABILITIES.		
Capital stock,		\$20,000,000 00
Funded debt,		10,858,000 00
Unfunded debt, viz.:		750,728 13
Interest unpaid,	\$11,305 00	
Dividends unpaid,	431,848 00	
Vouchers and accounts,	307,575 13	
Improvement account,		1,004,854 92
Ware River sinking fund,		67,863 02
TOTAL LIABILITIES,		\$32,681,446 07

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		2,294,064
Freight-train mileage,		2,936,894
TOTAL REVENUE-TRAIN MILEAGE,		5,230,958
Switching-train mileage,		637,367
Other train mileage,		190,085
TOTAL TRAIN MILEAGE,		6,058,410
Number of season-ticket passengers,		681,356
Number of local passengers (including season),		9,621,408
Number of through passengers (to and from other roads),		1,093,937
TOTAL NUMBER OF PASSENGERS CARRIED,		10,715,345
Local passenger mileage (local passengers carried one mile),		131,666,538
Through passenger mileage (through passengers carried one mile),		60,176,646
TOTAL PASSENGER MILEAGE,		191,843,184
Number tons local freight,		1,915,265
Number tons through freight (to and from other roads),		1,759,324
TOTAL NUMBER TONS FREIGHT CARRIED,		3,674,589
Local freight mileage (tons local freight carried one mile),		130,875,680
Through freight mileage (tons through freight carried one mile),		275,155,070
TOTAL FREIGHT MILEAGE,		406,030,750
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		225 tons.
Average number of cars in freight-train,		24
Average number of persons employed,		5,678
Mileage local passengers (north or east),		65,309,397
Mileage local passengers (south or west),		66,358,171
Mileage through passengers (north or east),		29,935,772
Mileage through passengers (south or west),		30,239,844
Mileage local freight (north or east),		99,575,280
Mileage local freight (south or west),		32,738,869
Mileage through freight (north or east),		226,875,129
Mileage through freight (south or west),		46,841,472

DESCRIPTION OF ROAD.		
Main line of road from Boston to Albany,		201.65 miles.
Main line of road in Massachusetts,		162.35 "
Main line of road in New York,		39.30 "
Double track on main line,		201 65 "
Same in Massachusetts,		162.35 "

Branches owned by company, viz.:		
Newton Highland (double track),	9.93	miles.
Grand Junction (part double and part single track),	9.30	"
Newton Lower Falls (single track),	1.10	"
Saxonville (single track),	3.70	"
Milford (single track),	12.00	"
Millbury (single track),	3.00	"
Athol (single track),	45.26	"
Athol (operated by N. Y. and N. E. R. R.) (single track),	1.25	"
Chatham & Hudson (single track),	17.33	"
Total length of branches owned by company,	102.87	"
Total length of branches owned by company in Massachusetts,	85.54	"
Total length of branches owned by company in New York,	17.33	"
Double track on branches,	15.95	"
Same in Massachusetts,	14.95	"
Total road belonging to this company,	304.52	"
Sidings and other tracks not above enumerated,	226.49	"
Same in Massachusetts,	193.99	"
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	748.61	"
Same in Massachusetts,	619.18	"
Total length of steel rails in tracks, not including steel-top rails,	609.28	"
[Weights per yard, 60 to 72 pounds.]		
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>		
Pittsfield & North Adams Railroad, length,	18.55	miles.
Ware River Railroad, length,	49.35	"
North Brookfield Railroad, length,	4.00	"
Spencer Railroad, length,	2.18	"
Providence, Webster & Springfield Railroad, length,	11.23	"
Total length of above roads,	85.31	"
Total length of above roads in Massachusetts,	85.31	"
Total miles of road operated by this company,	388.58	"
Total miles of road operated by this company in Massachusetts,	331.95	"
Number of stations in Massachusetts on all roads operated by this company,	121	
Number of telegraph-offices in same,	85	
Number of stations on all roads owned by this company,	98	
Same in Massachusetts,	84	
EQUIPMENT.		
Number of locomotives,	252	
Number of passenger-cars,	229	
Number of parlor or sleeping cars,	17	
Number of baggage, mail and express cars,	53	
Number of freight cars (basis of 8 wheels),	5,808	
Number of other cars,	609	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	15	1	7	2	22	2	23
Employees,	2	27	13	196	15	223	15	231
Others,	-	2	17	31	17	33	18	35

REPORT OF ACCIDENTS ON THE BOSTON & ALBANY RAILROAD IN MASSACHUSETTS, FROM SEPT. 28, 1886, TO SEPT. 29, 1887.

September 28. — John Powers, freight brakeman, fell off engine at Worcester while backing up to hitch on to another engine, injuring his back and shoulders.

September 29. — J. Calden, freight brakeman, was applying brake, and wheel came off, throwing him to the ground, shaking him up badly. Accident happened at Westfield.

October 2. — Wallace Cushing was climbing between cars on siding at East Cambridge, when cars came together, catching his foot between the drawbars.

October 6. — Unknown woman stepped from train No. 50 in Boston station, before it came to a full stop. She fell on the platform but was not injured.

October 6. — E. Deyo, freight brakeman, fell while climbing up the end ladder of a car in motion, badly bruising him. Place of accident, North Adams Junction.

October 7. — James Howard of Cleveland, O., while walking on the track near Wire Mill Crossing in Palmer, was struck by engine No. 13, breaking his arm.

October 9. — James DuBlois, freight conductor, had his hip, side and thigh injured in West Springfield yard. He was coming down side ladder of car and came in contact with signal post No. 303.

October 9. — C. S. Knight, freight brakeman, was getting up on to Boston & Albany car No. 7017, and the board on top gave away, letting him fall from top of car, bruising him considerably.

October 9. — Unknown man, walking on the track two miles east of Palmer, was struck by train No. 75 and killed. Freight was passing, and in trying to avoid it he stepped directly in front of the passenger train.

October 12. — J. E. Murphy, freight brakeman, was caught between the cars, while making up a freight train at Cottage Farm, and instantly killed.

October 16. — Robert Morris of East Boston attempted to cross over between some cars that were standing on Marginal Street crossing, Boston, and the cars moved, catching his foot between the drawbars.

October 9. — Miss E. Maurice, Miss C. Mulligan, Mrs. C. W. Messenger, were thrown out of buggy and bruised and badly shaken up, and buggy damaged, at Natlick. Engine No. 194 whistled and frightened the horse, who ran away and overturned the buggy. Accident happened at Main Street crossing.

October 16. — Walter Cutler (a boy) was run over and fatally injured at East Boston. He attempted to board a moving train and fell. He died October 18th.

October 18. — Patrick Ryan was struck by engine No. 116 in Worcester yard, and knocked down, bruising his face and side.

October 19. — Thomas Murbaugh of Brighton was running side of track between Cypress Street and Riverside, facing train No. 189, and when train came near him he stepped on to track in front of train and was killed.

October 6. — Richard Hearn, freight brakeman, was riding on front of engine No. 163 at Cordaville, and fell off and both legs were crushed.

October 21. — Francis Butler (a tramp) was found dead on the main track in West Springfield yard. It is supposed that he was run over while attempting to get on an east-bound freight train, as he had been put off one a short time before.

October 23. — G. H. Curtis, freight conductor, was walking by a car in Worcester, from which fence posts were being unloaded, and a post was pushed out the door, striking and bruising his ankle.

October 23. — B. A. Ruggles, freight brakeman, went in between two cars at Cottage Farms to make a coupling, and caught his right foot between the two rails that lead into frog and was knocked down and both legs run over.

October 23. — C. Feeney, freight brakeman, while walking across a train of freight cars near Columbus Avenue, missed his footing and fell between the cars and was run over and killed.

October 30. — H. M. Bliss, freight conductor, had hand slightly bruised while pulling pin at Back Bay. Drawbar shoved under.

October 30. — Michael Kendricks, freight brakeman, was about to apply brake on car at Back Bay, but before he could get hold of the wheel he slipped and fell down between the cars. His left leg was bruised and he was injured internally.

October 30. — Wallace L. Prentice, freight brakeman, had one finger squeezed while coupling engine to car in Boston yard.

October 25. — J. Bullard, freight brakeman, while coupling cars at Worcester, had two fingers slightly bruised.

November 3. — Thomas J. Galvin had two fingers bruised while coupling cars at Back Bay.

November 6. — John Clifford, freight brakeman, while crossing from track No. 2 to track No. 5, Boston & Providence crossing, Huntington Avenue, was struck by the know-nothing signal, receiving a slight wound on the forehead. Steam from engine hid the signal.

November 3. — H. A. Rogers of Milford was found dead, lying on track opposite Holliston station. It is not known how he came by his death.

November 5. — F. G. Sedgwick, conductor, while coupling cars at Winchendon, was knocked down by car striking him, and had one rib broken and one rib fractured and left shoulder bruised.

November 8. — A. W. Chandler, freight brakeman, was getting down from top of car and slipped on railing of caboose, falling and injuring his side. Place of accident, West Springfield yard.

November 9. — Henry Griggs, freight conductor, was knocked from side of car by switch target in West Springfield yard, spraining his ankle.

November 11. — H. R. Barlow, freight brakeman, had third finger of right hand bruised while coupling at North Brookfield.

November 12. — James Kirby, freight brakeman, while pulling pin in West Springfield yard, caught his finger, injuring it slightly.

November 11. — Alex. Frashier, freight brakeman, was getting on to car in Boston yard and lost his hold and fell to the ground, injuring his wrist.

November 8. — F. James, freight brakeman (gravel train), fell off gravel dumps at Brookline junction and had ankle run over and hand split open.

November 17. — William McNally, freight brakeman, was ropping sand-pipe of engine about one mile east of South Spencer, and caught his hand in the shaft, jamming it badly.

November 18. — Pat. Gibbons, gravel train employee, had his back slightly hurt. He was sitting in caboose and train struck another caboose.

November 18. — A. La Bonta, freight brakeman, was trying to couple cars in Springfield freight yard and caught his fingers between the bunters, crushing two fingers.

November 18. — Mrs. A. M. Jennings and an unknown man, P. Courtney, freight brakeman, L. Aldrich, freight brakeman, W. Sherman, freight brakeman. Local freight train was on side track at Pittsfield and was run into by train No. 13, and the above named brakemen of freight train were injured respectively as follows: back injured, side injured, and arm hurt. Mrs. Jennings, who was a passenger of train No. 13, had a scratch over right eye and bruise back of right ear. Unknown man's injuries are not known. The freight train was waiting for passenger train No. 13 to pass, and the switch, which had been set for the main track by the switchman, was turned wrong by an eight-year-old boy, letting train No. 13 in on the siding, with the above result.

November 17. — J. A. Mann, freight conductor, was unloading telegraph poles at Middlefield, and one of the poles struck him on the leg, spraining his ankle.

November 19. — H. B. Wheeler, freight brakeman, had one finger split while coupling cars in Springfield yard.

November 20. — Charles Hartshorne, freight brakeman, while pulling pin at Cottage Farm, had his finger caught and jammed.

November 24. — B. Warren, freight brakeman, was applying brake on car and brake wheel came, throwing him to the ground, bruising both ankles and body.

November 26. — Augustus Green, freight brakeman, had one end of thumb crushed while coupling cars in Boston.

November 27. — James McCann, freight brakeman, was getting on to freight train near Huntington Avenue bridge, and was struck by engine of train No. 52, injuring his head slightly.

November 30. — Frank Major, freight brakeman, while walking over coal on tender, turned his ankle. Huntington.

November 27. — Con. Mack, freight brakeman. Car he was on was derailed at Springfield and Mack was thrown down and his wrist sprained.

November 30. — E. Brooks, freight brakeman, was coupling engine and car at Palmer and had finger caught.

November 30. — Bartley Walsh, freight brakeman, was caught between deadwoods while coupling engine and car in West Springfield yard, slightly injuring his shoulder.

December 1. — G. Cameron, freight brakeman, was caught between engine and car while pulling pin.

November 29. — John Coggin, brakeman, had hand bruised and sprained at Natick. End of passenger car on which Coggin was standing pulled out.

November 29. — — Burke, freight brakeman, while coupling cars at North Adams, had his hand caught and two fingers cut off.

December 2. — H. Foelkins, freight brakeman, was slightly squeezed while coupling cars.

December 4. — William Thayer, freight brakeman, received flesh wound on finger while coupling engine to passenger car at Boston.

December 6. — J. Pugh, freight brakeman, fell between the cars at State Line, bruising his wrist and shoulder.

December 6. — L. A. Willis, switchman, attempted to cross track at Charlton ahead of a car that had been cut out, and was struck by the car, knocked down and run over, killing him instantly.

December 7. — F. E. Hill, freight conductor, was riding on engine No. 163 at Charlton, and on looking back was struck by the semaphore signal and knocked off the engine. His head was bruised.

December 8. — Wm Willis, freight brakeman, in going from one car to another was struck by union signal at Brighton. He was but slightly injured.

December 8. — William Jacobs, freight brakeman, went to pull a pin to cut off a car in Boston yard: the ladder was icy and his foot slipped and he fell down on the track, between car and the brake of the engine. The foot board caught him and he was held there until engine was run ahead to let him out. His shoulder was sprained.

December 4. — F. Bates, freight brakeman, was going down between the cars to pull the pin and had his leg caught, slightly spraining it.

December 9. — William Barrett, sectionman, while crossing main tracks at Boston, was struck by train No. 51, which was being pushed into the depot. He was knocked down and his leg run over.

December 9. — W. Meahar, freight conductor, was pulling pin in Worcester yard and engine backed up, catching his finger between pin and deadwood. Finger was slightly jammed.

December 10. — John Lammon, freight brakeman, had shoulder hurt while making a coupling in East Cambridge.

December 11. — M. Foley, freight brakeman, while making a coupling at Natick, had his finger caught and jammed.

December 11. — Geo. Fortune, freight brakeman, was caught between engine and car while making a coupling at Warren, injuring his back and shoulder.

December 13. — E. Dumphrey, freight brakeman, while running to get on a caboose in Worcester yard, fell into a wooden trough, fracturing knee-pan.

December 16. — John Fulton, crossing tender, was found lying on the track in Springfield station, with one leg cut off. It is supposed he was run over by engine going west. No one saw the accident. He lived about one hour.

December 17. — Barnard Carlon was walking on the track near West Springfield and was struck by engine of train No. 326, and instantly killed.

December 18. — Henry Seymour, freight brakeman, had two fingers caught between the drawbars and crushed, while coupling cars in Worcester yard.

December 21. — Timothy Donovan, while handling freight in Boston freight house, had his finger injured by being caught between rollers and crate of machinery.

December 21. — John Donovan, freight brakeman, had his hand crushed while coupling cars in West Springfield yard.

December 24. — Thomas Colbert, sectionman, while walking on north main track near Charlton, stumbled and fell under a freight train that was passing, going east, and was instantly killed.

December 22. — M. Connell, freight brakeman, while trucking a case of goods from car into Brookfield freight house, had his chest injured by the skid giving away and letting him fall to the ground.

December 27. — Wm. McCarthy, freight brakeman, had his finger caught between the drawbars and crushed, while coupling cars in Springfield yard.

Damier Carpenter jumped from train No. 404, after it had started from Webster Mills, and fell, receiving scalp wound from which he died same day.

January 1, 1887. — Wm. Blackwell, laborer, employed on pier No. 6, East Boston, fell between the cars, dislocating his shoulder.

December 31, 1886. — F. Turner, freight conductor, was transferring freight at Palmer, and cars came together, catching his face between car and skid, breaking his jaw.

January 3, 1887. — J. Magner, freight brakeman, had his finger caught and jammed, while pulling pin between cars at Pittsfield.

January 4. — Train No. 14 was thrown from the track by reason of a broken journal and the following persons injured: —

1. C. H. Clark, Windsor Locks, Conn.; 2. Jane M. Jenks, Troy, N. Y.; 3. Mrs. F. N. Chandler, Troy, N. Y.; 4. Chas. S. Packard, Westfield, Mass.; 5. T. J. Rawson, Mount Hope, Kan.; 6. Mary Severino, Honolulu; 7. E. A. S. Whitford, Providence, R. I.; 8. Lester L. Worden, Springfield, Mass.; 9. M. H. Smith, Springfield, Mass.; 10. Jas. B. Childs, Syracuse, N. Y.; 11. F. L. Thompson, Campello, Mass.; 12. John Van Wyck, Lockport, N. Y.; 13. Dexter Drury, Framingham, Mass.; 14. P. J. O'Rielly, Ashfield, Pa.

Employees injured: G. A. Chapin, conductor, Springfield; G. A. Knowles, brakeman, West Springfield; Joseph L'heurey, engineer, West Springfield; John Landers, fireman, West Springfield. John Jenkins of Concord, N. H., was killed. Accident happened at West Springfield station. Broken journal was on tender of engine.

January 4. — C. Stickles, freight brakeman, had finger jammed while pulling a pin at Springfield. Car had Ames drawbar.

January 4. — L. Aldrich, freight brakeman, was thrown from forward car on to tender of engine at West Springfield station.

January 6. — John Moore, freight brakeman, attempted to couple two cars with his foot and had it caught between the drawbars. Allston.

January 8. — Alphonso Hall, freight brakeman, had finger injured while coupling at Natick.

December 30. — Mrs. J. D. Goodwin fell from car platform of train No. 15 at Allston, injuring her back and arms.

January 7. — L. G. Chaffin, freight brakeman, while coupling cars in Worcester yard, had his left arm caught between the deadwoods and jammed.

January 10. — John Lammond, freight brakeman, had finger slightly bruised while coupling cars at Boston.

January 8. — W. Lahey, freight brakeman, turned his ankle on a broken running-board while going from one car to another at Huntington.

January 11. — Timothy Moriarty, section hand, stepped in front of engine No. 58 to pick up a pick lying between the rails, and was struck by engine and had his head bruised and arm broken. Accident happened in West Springfield.

January 10. — John Wilbur, brakeman, while coupling cars at Westfield, was caught between the cars, fracturing a rib and injuring his back.

January 10. — Michael Sullivan, while walking on the track near Indian Orchard Village, was struck by engine No. 161. He was able to walk away, appearing to be but slightly injured.

January 11. — W. Whalen, freight brakeman, fell from top of car to ground in West Springfield yard, injuring one leg.

January 15. — M. Brennan, freight brakeman, had hand jammed while pulling a pin at Cordaville.

January 19. — Frank Thayer, freight brakeman, was injured about the head and shoulders while coupling cars in Boston.

January 18. — A. G. Whitton, conductor, while walking on the track near tower No. 1, in Boston, was struck by engine No. 212 and injured about the shoulders.

January 24. — T. Calden, freight brakeman, was standing on his train at Chester, near the end of car, and took a step backwards, falling between the cars. He was run over and received injuries from which he died same day.

January 20. — John Higgins, freight brakeman, was struck on the head by arm of telegraph pole as train was backing into Chafin's coal yard.

January 25. — J. W. Van Court, freight brakeman, had finger smashed while coupling cars at North Adams.

January 22. — Winthrop E. Stone (a boy) was standing between the tracks at Essex Avenue, Chelsea, and was struck by a Boston & Maine train and thrown against Boston & Albany freight train No. 72. His left hand and one finger on right hand were cut off.

January 25. — A. Bissonnet, freight brakeman, was getting on to L. S. & M. S. car No. 19422 and the grab-iron gave away, letting him fall to the ground, dislocating his ankle.

January 27. — D. McCarthy, section foreman. Train No. 471 struck a hand car loaded with rails one mile west of Indian Orchard, and one of the rails was thrown against McCarthy, striking in the ground.

January 26. — Frank Barton, freight brakeman, broke forefinger on right hand by striking it with a link while driving a pin to make a coupling at Boston.

January 28. — J. H. Murphy, freight conductor, had his hand severely cut while coupling cars at South Framingham.

January 29. — Daniel Madden, freight brakeman, was going across bridge at Riverside to throw a switch, when a board that covered a signal pipe turned under him, and threw him into the river. He was rescued uninjured.

January 7. — J. P. Record, freight brakeman, fell between the cars, while stepping from one to another, and was badly bruised about the chest.

January 31. — F. Smith, freight brakeman, was applying brake and caught his hand between two brake heads, slightly injuring it. Accident occurred between Rockland and Southville.

January 20. — B. Horgan, freight brakeman, attempted to get on train No. 304 after it had started from Jamesville station, and was knocked against head block on turn-out.

February 2. — Sam Maynard, freight brakeman, was going out of an empty car at South Spencer with a truck behind him, and pulled the truck with such force against the skid that he knocked it out from under him, letting him fall to the ground, dislocating his shoulder.

February 2. — G. W. Nichols, freight brakeman, was stepping from one car to another at North Wilbraham, when the cars came apart (caused by breaking of a pin) and Nichols fell between them, spraining his ankle.

February 2. — Unknown man. As train No. 181 stopped at Brookline, the car door slammed and caught a man's hand, injuring it slightly.

January 30. — E. Collier, freight brakeman, was thrown from top of car at Worcester and injured his back. Accident was caused by engineer reversing his engine.

January 30. — Thomas Sweeny, freight conductor, had his thumb caught between pin and deadwood, while pulling pin at Hinsdale, and badly jammed.

February 4. — F. W. Whitney, freight brakeman, injured three fingers on right hand while making a coupling at East Cambridge.

February 4. — R. J. Clare, freight brakeman, was holding a bar between engine and car, and bar swung around, catching his fingers on frame of engine. Place of accident, Allston.

February 5. — Patrick Conlon, while crossing Cambridge Street crossing at Allston, was struck by gate, receiving a slight wound over left eye.

February 7. — Patrick Scanlon, freight brakeman, was climbing from engine to car by side ladder and was struck by signal No. 27 between tracks No. 2 and No. 3, knocking him to the ground and injuring his shoulder.

February 10. — Miss C. E. Metcalf was found on track at Gardner Street, Worcester, dead. Train No. 406 had just passed, and it is supposed struck and killed her. No one saw the accident.

February 11. — Duncan Matheson, freight brakeman, was in the act of making the motion to go ahead and train started and threw him to the ground and one car passed over him, cutting off one leg and crushing his arm. Place of accident, Somerville.

February 15. — Fred Lewis, freight brakeman, while applying brake in Springfield freight yard, slipped and caught his right foot in lantern hole, wrenching his leg.

February 15. — J. McCarthy, freight brakeman, while attempting to pull a coupling pin, had his hand caught between pin and deadwood, bruising one finger.

February 16. — F. Denno, freight brakeman, had head and shoulders hurt by falling from train while in motion. Hinsdale.

February 18. — L. Tilden, freight brakeman, was climbing up end ladder of car at Palmer and cars came together, throwing him to the ground, spraining his leg.

February 22. — Frank Major, freight brakeman, says he was going from engine to train at Westfield, and when he stepped on coal-board it turned and sprained his ankle.

February 23. — Mrs. St. George was walking on track near Jamesville as train No. 19 was going west, and stepped on main track and was struck by engine of train No. 19 and thrown against a passing freight train. Her head was cut.

February 23. — H. B. Wheeler, freight brakeman, lost his balance and fell from cars while switching at Springfield. He was injured about back and head.

February 23. — J. Sweeney, freight brakeman, was coming down ladder of car No. 5929, Boston & Albany. The roof board came off, letting him fall to the ground, striking his head on a rail. Natick.

February 25. — George Holdsworth, night watchman, was wheeling baggage truck along side of train No. 2 at Palmer, before train stopped. It is thought that mail car No. 48 struck handle of truck, swinging it round and throwing him between platform and track. Part of one hand was crushed and he was bruised about head and side.

February 25. — M. Kelly, freight brakeman, was changing a link from one bunter to another, when train backed up and caught his middle finger behind the pin.

February 26. — W. R. Barrows, killed. Was standing on north track near North Wilbraham station, waiting for a freight train to pass, and was struck by engine of train No. 13, going west, and killed.

February 26. — M. Barrett, baggage master, while making up freight train at Barre Plains, the brake standard gave away, letting him fall to the ground in front of car No. 62, N. L. N., which passed over his foot, crushing it.

February 28. — M. J. Jones, freight brakeman, was trying to make a hitch at the wharf in Boston, and thinking the cars coming too fast, he started to get out and was struck by car, slightly injuring his side.

February 28. — J. Haley, freight brakeman, had his fingers slightly bruised while coupling cars, one with a solid drawbar and the other with wrought iron.

February 28. — L. E. Curtis, freight brakeman, while coupling cars in Worcester yard, caught his right hand, slightly bruising his fingers.

March 4. — Richard O'Connell was walking across track from Howard Street to Waverly Street, South Framingham, and was struck by engine of train No. 111, breaking his left arm and two ribs.

March 4. — George Paterson, freight brakeman, was making a hitch at Back Bay. Link broke and a piece struck him on the forehead, making a slight wound.

March 5. — George Walsh, freight brakeman, had two fingers bruised while pulling pin at Back Bay, Boston.

March 5. — Peter Mosher, freight conductor. Drawbar pushed under while he was pulling a pin, catching and pinching his thumb. West Springfield yard.

March 16. — Frank Smith, freight conductor, had one finger jammed while pulling a pin at Westborough.

March 19. — Joseph Quigley, laborer, had middle finger of left hand jammed while closing door of a baggage car at Boston.

March 20. — William Clark, freight brakeman, while coupling car and caboose in Boston yard, got his hand caught and jammed.

March 21. — Frank Campbell, freight brakeman, had three fingers of left hand bruised at South Spencer. While switching, he tried to couple with a short link, and did not get his hand out in time to prevent being caught.

March 22. — Timothy Giron, freight brakeman, was putting on a brake and his hand slipped and he fell off the car, injuring his wrist. Springfield freight yard.

March 23. — P. Russell, freight brakeman, had one finger jammed while pulling a pin in Springfield freight yard.

March 24. — Chas. H. Torrey attempted to get on passenger train No. 49 as it was starting from Westfield station and slipped and fell. His left foot was run over and crushed so that it had to be amputated.

March 21. — Patrick Mahoney was walking on the track east of Chestnut Hill in an intoxicated condition and was struck by engine of train No. 128 and injured about the head.

March 22. — W. H. Conroy, freight brakeman, was coupling engine to car and was caught between moulding and car and slightly squeezed. Worcester.

March 23. — David Connell, freight conductor, was in caboose and another caboose was thrown against his, knocking him down, cutting his face and bruising his shoulder. West Springfield yard.

March 24. — J. Brennan, freight brakeman, was walking over cases of machinery loaded on a platform car in West Springfield yard, and one of the cases turned and threw him off, cutting his face.

March 25. — John Holland fell, while getting on train No. 111 at South Framingham, and sprained his ankle. He was partially intoxicated.

March 28. — Thomas Carroll, freight brakeman, was struck by Huntington Avenue bridge, receiving a bruise on the forehead. He thought he was clear of the bridge and stood up.

April 1. — J. Motherway, freight brakeman, while coupling cars in West Springfield yard, got pinched. He complained of his back and shoulders. Drawbar shoved under.

April 2. — G. Fortune, freight brakeman. Pin flew out, while he was coupling cars in West Springfield yard, and bruised his hand.

March 24. — A. La Bonta, freight brakeman, caught his finger while pulling pin between tender and car, bruising finger and hand. Accident happened at Springfield.

April 3. — James Cannon, freight brakeman; Frank Bates, freight brakeman. Engine No. 113 with west-bound freight train jumped the track near Main Street crossing, Cambridgeport. Cannon was on the engine and jumped, but could not get out of the way, and tender tipped over on him, killing him instantly. Bates was injured in the back and shoulders, not seriously.

April 5. — Thomas Brady was walking on the track one mile east of Russell and was struck by passenger train No. 13 and killed.

April 4. — J. P. Record, freight brakeman, was standing on the track and switching train backing out of Boston depot struck him, slightly cutting his head.

April 6. — F. E. Towse, freight brakeman, had left hand jammed while coupling cars in Worcester yard.

April 7. — Frank McCotter, David Gillespie, were on the south track between Brookfield and West Brookfield, looking into the bridge, and were struck by train No. 109. McCotter was killed and Gillespie had right leg broken and left wrist fractured. Engineer thinks they were intoxicated.

April 8. — Geo. Forbes of Westborough was walking on the track near Westborough, and when train No. 31 was about two hundred feet from him he stepped directly in front of it and was struck and killed. Supposed to be a case of suicide.

March 23. — Charles Anguss, freight brakeman, was struck by a caboose that was being switched at Boston and his leg bruised.

April 11. — John Collins, freight brakeman, had finger jammed while coupling cars in Springfield freight yard.

April 12. — J. Hassett, freight brakeman, was passing over a car loaded with stone and stepped on one that tipped up and threw him off, injuring his head and shoulder. Accident happened three miles east of Charlton.

April 12. — Selden A. Streeter, freight brakeman, had his hand caught between the bunters while coupling cars at Worcester.

April 15. — G. M. Leonard, freight brakeman, was applying brake on N. Y. & N. E. car No. 1676, and brake wheel came off, throwing him to the ground and spraining his ankle. Springfield freight yard.

April 15. — S. Pratt, freight brakeman, had hand bruised while coupling cars in Worcester yard.

April 14. — L. S. Chaffin, freight brakeman, was caught between the cars while coupling and his hip slightly injured. Worcester yard.

April 17. — C. H. Sheridan, freight brakeman, was caught between the cars while coupling and three fingers of right hand badly crushed.

April 14. — Henry West (a boy) was playing on the track in West Springfield yard and his foot was run over by a flat car.

April 16. — Ezra Palmer, switchman, was pulling pin and had his arm caught between the deadwoods and pinched. West Springfield yard.

April 9. — W. C. Patterson, freight brakeman, was caught between the cars and his side injured while coupling at Chester.

April 20. — Fred Clark, freight brakeman, had his foot injured by a tie falling upon it while he was unloading ties two miles east of Westfield.

April 21. — Thomas Watson, freight brakeman. A pin flew up and hit him in the face while he was coupling cars at Boston, cutting face and head.

April 21. — F. W. Moses, Wilbur Hanks, were struck by passenger train No. 19 while crossing Whitney's crossing, at Westborough. Moses was killed and Hanks (a boy) seriously injured, having collar bone broken and being otherwise injured.

April 23. — J. Hunt, porter, N. Y. & B. Ex. line, jumped from train No. 139 near Shawmut Street bridge and broke his leg.

April 15. — Henry Hayward, freight brakeman, had thumb on right hand broken by being caught between the drawbars while coupling cars at Cottage Farm.

April 26. — Thomas Sullivan, freight brakeman, had second finger on right hand jammed while pulling pin between engine and car in Boston yard.

April 28. — L. D. Tilden, freight brakeman, had both bones of forearm broken while coupling cars at Warren. Cars in good condition.

April 27. — James DuBlois, freight conductor. His train broke in two at South Spencer and rear part started back on main track. Engine and rest of train started after them, and when they were near together DuBlois tried to get on the runaway cars, but fell between the two parts of the train and was run over and killed.

May 2. — James McGowen, freight brakeman, was trucking out a bale of rags from a car at East Brookfield, when skid pulled out from under him, letting him fall to the ground.

May 8. — T. Moriarty, freight brakeman. Drawbar shoved under, when he was pulling pin, catching and jamming his hand. West Springfield yard.

May 7. — J. McConnon, freight conductor, had thumb on left hand bruised while pulling pin at Back Bay.

May 11. — F. Smith, freight brakeman, was applying brake to stop train at Allston, and dog came off, and the brake turning round threw him off on to the ground, bruising his left leg.

May 14. — A. J. Barton, horse and wagon. Team driven by Mr. Barton was standing on crossing at South Framingham and was struck by passenger train No. 16. Horse was killed and the wagon smashed, and Barton somewhat injured.

May 18. — Frank Sheridan, freight brakeman, had his hand badly cut by link while coupling on engine. He failed to enter the link and it slipped to one side.

May 17. — Cornelius Buckley jumped off train No. 83 at South Framingham, injuring left wrist and slightly cutting right hand.

May 12. — J. Heard, freight brakeman, injured his knee while getting on to a coal car at Cordaville. He struck it against side of car.

May 21. — — Pratt attempted to drive over crossing at Spencer ahead of train, and car hit the wheel of his wagon, damaging wagon and pulling man over the dasher. Pratt was badly intoxicated.

May 23. — Wm. Lynch, freight brakeman, was pulling pin between engine and car, when drawbar shoved under, crushing index finger of left hand. Worcester.

May 25. — John Fitzgerald, freight conductor, while going from a house car to a flat, fell between the cars and was run over and killed. South Spencer.

May 24. — William Hoyle, freight brakeman, had his hand caught between the drawbars while coupling cars at Boston, crushing two fingers.

May 26. — Frank Thayer, freight brakeman, had his wrist jammed between the drawbars while coupling cars at Boston.

May 26. — John Lamard, freight brakeman, had his shoulder caught while pulling pin between engine and car. He was not seriously injured.

June 2. — J. Millerick, freight brakeman, while coupling engine to car at Russell, caught his finger between the drawbars, jamming it badly.

May 31. — John C. McMahon jumped from train No. 115 at West Newton, before it stopped, and fell, injuring his wrist and face.

June 7. — P. H. Russell, freight brakeman, while cutting off a car in Springfield yard, was thrown against a switch, injuring his leg.

June 9. — Patrick Kelly, laborer, was at work on track at east end of Worcester yard and was struck by engine of train No. 402, receiving injuries from which he died same day. He did not pay any attention until train was close to him, when he looked up, and was struck in the head by head beam of engine.

June 9. — Wm. Dunn, freight brakeman, was pulling the pin behind engine and fell down and eight cars ran over him, killing him instantly. Worcester yard.

June 11. — A. N. Hoyt, freight brakeman, was getting off train in Palmer yard and foot got under the wheels, smashing toes.

June 9. — J. A. Mann, freight conductor, while trucking bale of rags from car to freight house, one of the skids fell and Mann fell with it, striking on edge of skid, bruising hips and side.

June 18. — Ignaz Schiblo was walking on the track near second crossing east of Palmer and stepped directly in front of train No. 31 and was struck and killed.

May 23. — Geo. Goyett, freight brakeman, had his hand jammed by being caught in link of Ames bunter while pulling pin. West Springfield yard.

June 19. — John Collins, freight brakeman, was riding a car on to turn-out in West Springfield yard, and two other cars followed up and struck his, knocking him on to the ground, and two cars passed over him, cutting both legs off close to the body.

June 22. — W. F. Tilden, freight brakeman. Sudden starting of train threw him on to the ground, injuring his back and hips. Palmer.

June 19. — James Collins was found on the track one and one-half miles east of Westborough and is considered to be fatally injured. It is supposed he was run over by a freight train.

June 19. — George H. Stevens was found lying on the track near South Framingham with his face cut and left arm injured. He claimed he left Boston on the 10.30 train Saturday night, but could not tell anything further about himself.

June 25. — Jerry Looney, freight brakeman, fell off his train in Hinsdale yard and cut a gash in his head.

June 22. — C. E. Wentworth of Bangor, Maine, attempted to get on to baggage car of train No. 56 as it was coming into Boston depot and slipped and his foot went under the wheels, cutting off two toes.

June 28. — John McCabe, freight brakeman, was on a Penn. R. R. car which had end platform and brake. He started down the end ladder and the top step pulled out, letting him down in front of car he was riding, the wheels of which passed over him, killing him instantly. Springfield freight yard.

June 29. — N. G. Healy, laborer, was standing in caboose at North Wil-

braham, and while it was being switched it struck against engine and knocked Haley against the door-post, injuring his head and knee.

July 2. — J. Millerick, freight brakeman, was getting down side ladder of car and was struck by signal pole, injuring his right hip. Hinsdale.

July 4. — John O'Neil, deaf mute, was walking on the track near Thorndike and was struck by engine of train No. 456, cutting his right leg off below the knee.

July 2. — John Bishop, Thomas Johnson, while crossing Main Street crossing, Natick, in a team, were struck by engine No. 153 and both badly injured, having some bones broken. The wagon in which they were riding was badly smashed and the horse killed.

July 4. — Patrick Gallagher, sectionman, was walking on the track between Newton and Faneuil, and was struck by engine No. 151 and killed.

July 6. — Wm. Moody, passenger brakeman, was on steps of car, looking down to see if the brake was on, and came in contact with semaphore signal and was knocked off the train and his head and body bruised. Charlton.

July 12. — B. Horgan, freight brakeman, was standing on train, looking back to see if caboose cleared, and was struck by semaphore signal and his head, arm and hip injured. West Springfield yard.

July 11. — Patrick Lull jumped from train No. 7 in Springfield station, before it stopped, and fell on the platform, dislocating his shoulder.

July 14. — D. F. Regan, freight brakeman, struck the overhead bridge at Newton Centre while going on top of train, receiving a bad cut on back of his head and bruising his face.

July 13. — John McNamara, car cleaner, had his hand injured, while riding on the step of the forward end of engine, by being caught between the buffer on engine and buffer on passenger car No. 22. Boston.

July 13. — Unknown child was found lying on the third iron under Tremont Street bridge with one finger on right hand jammed. There was a board off the bridge and the child could have fallen through on to the track.

July 14. — Thomas E. Roche was found on the track near West Brookfield with his head cut and left arm mangled. He was unconscious when found and was taken to West Brookfield.

July 13. — F. L. Pressy, freight brakeman, caught his left arm between the deadwoods while pulling pin, jamming it badly. Brookfield.

July 17. — Michael Owens was crushed between two coal dumps on track No. 1 at Cottage Farms. He was playing with the dumps and tried to run between them and was caught between the drawbars. His back and stomach were injured and he was unconscious when taken to the hospital, where he died.

July 18. — Unknown lady jumped off train No. 471 after it had started from Smith's station, slightly injuring her hand and knee.

July 25. — J. Millerick, freight brakeman, fell from top of car in West Springfield yard and injured his hip.

July 20. — F. Sargeant, freight brakeman, was out flagging, and while running for train fell over a pile of iron, bruising his right arm. West Newton.

July 26. — E. F. Pinney, policeman, South Framingham, attempted to cross main tracks at South Framingham ahead of train No. 67 and was struck by the engine and his right leg and three ribs broken.

July 25. — Michael Donahue was stealing a ride on a freight train and fell between the cars and was run over, breaking his right leg. Worcester.

July 26. — J. J. Manix, fireman, fell from engine No. 188 in round house, Boston, striking on his head, and was unconscious for two hours.

June 20. — Edward Murphy attempted to get on to the switch train in West Springfield yard and fell to the ground, injuring his foot, arm and side.

April 12. — P. R. Towne, freight brakeman, had hand crushed while coupling two Penn. R. R. cars in Chester yard.

August 1. — Geo. Evans, freight brakeman, was caught between the cars while coupling in Springfield freight yard and had his shoulders pinched.

August 11. — James Houghton, freight brakeman, was setting up the brake on a car at Natick and brake flew off, throwing him to the ground and slightly bruising him.

August 10. — J. St. Louis, freight brakeman, in stepping off a car turned his ankle on water trough. West Springfield.

August 9. — R. Simson, freight brakeman, was struck by Columbus Avenue bridge, injuring his head.

August 3. — Thomas O'Brien, freight brakeman, had his thumb jammed while making a hitch on oil tanks at Boston.

August 5. — A. T. Perry, freight brakeman, was caught between a Reg'y car and Taylor's building and had four ribs and collar bone broken. Worcester.

August 10. — Emmeline A. Walker attempted to go over first crossing west of Natick ahead of passenger train No. 49 and was run over and fatally injured. Gates were down and bell ringing.

August 5. — Geo. Ross, freight brakeman, was in the act of pulling a pin while train was moving and slipped and fell. One truck went over his foot, severing it from his leg. East Boston yard.

August 12. — John Hewes, car inspector, got on to passenger train to ride through Worcester depot and jumped off while train was in motion. He fell, striking on his head, and was severely injured.

August 12. — Eddie Eames, Winnie Eames, while crossing tracks near North Grafton in a team, were struck by train No. 60, and Mr. Eames killed and his sister seriously injured. The horse was killed and buggy smashed.

August 15. — Geo. Beasley, freight brakeman, caught his finger between link and casting of engine, slightly bruising it. Boston.

August 11. — Michael O'Neil, freight brakeman, was on a flat car loaded with old doors, and when cars struck, his leg was caught between the brake staff and one of the doors, and severely bruised.

August 13. — H. A. Heywood, freight brakeman, was struck on the head by bridge at tower No. 26 at Worcester and badly injured.

August 19. — W. H. Bancroft, engineer; Wm. F. Cole, fireman; F. Wildes, freight brakeman; Geo. Holbrook, freight brakeman. Milford night freight was going into Milford. Engine was cut off and switchman did not have time to turn train on to the other track, so that it ran into the engine and threw it from the track. Engineer received scalp wound and the fireman escaped injury by jumping. The first brakeman had one leg broken and Holbrook had his knee injured.

August 19. — James Richards, freight brakeman, was down between the cars at Jamesville to pull the pin, and cars came together, severely squeezing him.

August 20. — James Gowan (10 years) attempted to get on a freight train at Huntington and fell, and his leg was run over.

August 20. — W. McCarthy, freight brakeman, fell from a car in Springfield freight yard and struck on tie, bruising his side and injuring his ankle.

August 22. — M. McLaughlin, freight brakeman, while coupling cars at Palmer, struck his hand on outside link of car, slightly bruising it.

August 12. — James McFee, laborer, had his fingers bruised by being caught in chain on gravel car at Brookline.

August 24. — Frank Welch of South Natick fell between coal cars at Wellesley, and was run over and killed. He had been warned not to ride on the cars while being switched.

August 24. — F. Dow, freight brakeman, had hand jammed while coupling engine to car at East Boston.

July 31. — Michael Kelly, freight brakeman. Brake chain broke when he was applying brake, injuring his shoulder. East of Washington.

August 26. — John Sullivan, laborer, jumped from a moving freight train at West Springfield and fell, and his right leg was run over.

August 29. — W. A. Lamberton, freight brakeman, was riding cars on to turn-out and cars came together, jamming his fingers between the brake heads. Worcester.

August 27. — M. Lynch, freight brakeman, sprained his ankle while getting on train at Wellesley.

August 19. — W. C. Russell, freight brakeman, fell on running-board of car at Worcester, injuring his back.

August 29. — W. Lahey, freight brakeman, when pulling pin, caught his thumb between head of pin and bunter, jamming it badly. Hinsdale.

August 30. — F. Denno, freight brakeman, was getting off train, Worcester yard, and his foot struck on the rail, spraining his ankle and injuring his hip.

August 5. — J. Coggins, freight brakeman, tried to jump from one car to another after they were separated, and fell to the ground, spraining both feet. Boston.

August 30. — E. G. Robin, freight brakeman, got his finger caught between pin and deadwood while coupling, and had it slightly bruised. Boston.

August 20. — A. B. Oldham, freight brakeman, was applying brake, and the hook on connection straightened, letting chain off, and he fell on car, injuring his back and finger. West Brookfield

September 3. — E. H. Frost, freight brakeman, when coupling engine to car, caught his finger between pin and deadwood. Finger was crushed. Chester.

September 1. — Fred Jacobs, freight brakeman, went in between two box cars to couple and had his left arm caught and fractured. Back Bay.

September 6. — W. Chapman, freight brakeman, had thumb broken while coupling engine to car at Cambridgeport.

September 7. — J. Sheppard, freight brakeman, had finger injured while coupling cars at Worcester.

September 8. — Mrs. Bridget Ford was crossing first bridge west of Dalton as train No. 327 was approaching, and fell between the timbers, and before she could get out, the engine struck and killed her.

September 3. — George G. Bates, freight brakeman, was caught between the cars while coupling, and his right hand badly jammed. Place of accident, Worcester.

September 7. — J. L. Ufford was found dead near coal dump in West Springfield yard. It is supposed he was run over by engine No. 106, although no one saw the accident.

September 11. — J. L. O'Brien attempted to board a freight train going east, at Cordaville, and fell under the wheels of the caboose, and his right leg was run over and crushed.

September 8. — W. Nickson, freight brakeman. While getting on to cars at East Cambridge, his foot struck a switch stand and knocked him on to the ground, slightly injuring him.

September 6. — J. Sweet, freight brakeman, was walking on the covering for wires about two hundred yards west of tower No. 22 at South Framingham and fell under the wheels of a passing freight train, and his right arm was run over and crushed.

September 7. — L. A. Wiggin, freight brakeman, had his hand jammed while pulling pin at East Cambridge.

September 10. — J. McNally, freight brakeman, was thrown on car while applying brake, and his back injured. The brake chain giving out was the cause of the accident.

September 13. — J. W. Clemans, freight brakeman, had his thumb caught and jammed while pulling pin. North Adams junction.

September 14. — W. S. Nason, freight brakeman, had finger jammed while coupling cars at Palmer.

September 13. — J. Rogers, freight brakeman, while getting off a flat car in Springfield freight yard, caught his foot in a stake pocket and was thrown to the ground and his knee injured.

September 13. — E. Haskell, freight brakeman, was struck by switch target while riding on side of engine, spraining his ankle. Worcester yard.

September 12. — C. J. Kelley, freight brakeman, was applying brake on car in Springfield freight yard, and brake broke, throwing him to the ground and bruising him.

September 16. — W. H. Wells, freight brakeman, fell from ladder while getting off car, and struck on his back on the rails. Springfield freight yard.

September 16. — A. B. Oldham, freight brakeman, was struck in the back by tender, while coupling engine to passenger car in West Springfield yard. Drawbars shot past each other.

September 18. — Jerry Looney, freight brakeman, was getting down from a house car on to an oil-tank car, and fell, striking his side on brake head. West Springfield yard.

September 17. — Gilbert G. Morrison, Thomas Kennedy, were at work in a car loaded with slate near station at Ashland, and car was run into by gravel train and the men knocked down and badly bruised.

September 23. — A. Bulger, freight brakeman, came in contact with point of lever on switch, while stepping from ground on to forward footboard of engine, and end of the lever passed through his thigh. Springfield freight yard.

September 22. — Jas. Walsh (killed). The body of Jas. Walsh was found between main tracks two miles east of South Framingham. Marks on train No. 53 indicate that he was run over by that train.

September 10. — Kate McNally jumped from train No. 56 in Worcester station, before train came to a stop, and fell, striking on her face.

September 24. — William Lucas, freight brakeman, while coupling cars at North Adams junction, had his hand caught between the drawbars, and one finger broken and one badly crushed.

September 24. — E. F. Richardson, freight brakeman, was struck by Albany Street bridge while at work on switch train at Boston.

September 26. — A. Day, freight brakeman, was going to let off brake on car, and as he took hold of brake wheel brake flew off, and in trying to save himself from falling from the car, Day wrenched his back. Middlefield.

September 26. — Herbert Dawson, freight brakeman, had his hand caught between railing on passenger car and signal post, and slightly injured. Boston.

September 27. — J. E. Zahn, freight brakeman. Freight train No. 70 ran into the rear of freight train No. 22 at North Grafton, and brakeman Zahn was killed, and Geo. Tulley had his leg injured.

September 27. — S. Seely, freight brakeman, while unloading blocking from wrecking car, caught his foot, injuring his ankle. Boston.

September 28. — W. A. Lamberton, freight brakeman, while coupling engine to car at New Salem, had his finger caught between pin and deadwood and crushed.

September 29. — Chas. Worrell, freight brakeman, was unloading freight at Newtonville, and slipped while carrying a box on his shoulder, and the box fell on him, breaking his leg.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	60 tons.
Average weight of locomotives in working order, . . .	35 "
Maximum weight of tenders full of fuel and water, . . .	33 "
Average weight of tenders full of fuel and water, . . .	25 "
Maximum weight of passenger-cars, . . .	40½ "
Average weight of passenger-cars, . . .	20 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight-cars, . . .	9 "
Average weight of 8-wheel platform-cars, . . .	7 "
Average weight of 8-wheel coal-cars, . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	48 feet.
Total length of heaviest engine and tender over all, . . .	58 " 6 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union — whole line.	
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings; $\frac{1}{4}$ fourth-class rates; 178,134 tons; \$132,896.75.	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 35,	Trestle.	Wood.	71.75 feet.	Sept. 8, 1887.
89,	Pony Truss.	Iron.	119.00 "	Aug. 14, "
73 A,	" "	" "	147.00 "	Sept. 11, "
74 A,	Rolled Beam.	Steel.	24.00 "	Aug. 14, "
74 B,	" "	" "	26.25 "	" 28, "

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* .	9
Aggregate length of same for single track (2,758.75 feet).	
Aggregate length of same for double track (754.10 feet).	
Number of spans of stone bridges of 25 feet and upwards,* .	12
Aggregate length of same for double track (560.75 feet).	
Number of spans of iron bridges of 25 feet and upwards,* .	84
Aggregate length of same for single track (148.10 feet).	

Aggregate length of same for double track (6,088.64 feet).	
Aggregate length of same for four track (157.10 feet).	
Aggregate length of same for five track (65.60 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	9
Aggregate length of same for single track (729.97 feet).	
Aggregate length of same for double track (38 feet).	
Number of crossings of highways at grade,*	214
Number of crossings of highways over railroad,	74
Number of crossings of highways under railroad,	40
Number of highway bridges 18 feet above track,	28
Number of highway bridges less than 18 feet above track, . .	46
Height of lowest bridge above the rail,	14 feet 3 in.
Number of crossings at which gates or flagmen are maintained,	79
Number of crossings at which electric signals are maintained,*	4
Number of crossings at which there are neither signals nor flagmen,*	181
Number of railroad-crossings at grade (specifying each):* . .	11
Boston & Providence Railroad.	
Old Colony Railroad.	
Norwich & Worcester Railroad.	
Providence & Worcester Railroad.	
Worcester Viaduct Co.	
New London Northern Railroad (Palmer).	
New Haven & Northampton Railroad (Barrett's Junction).	
Lowell & Mystic Branch Railroad.	
Boston & Maine Railroad.	
Fitchburg Railroad.	
Eastern Railroad.	
Number of railroad-crossings under other railroads (specify- ing each):*	2
Lowell Railroad.	
Massachusetts Central Railroad.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	1.90 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.04 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile for season-ticket passengers, . .	0.60 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . .	1.88 "
Average rate of local freight per ton per mile,	1.78 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	0.81 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.10 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	3,154,851
Passengers from Boston (including season),	8,166,118
Season-ticket passengers to and from Boston,	588,232

CAPITAL STOCK.

Capital stock authorized by charter,	\$27,325,000 00
Capital stock authorized by votes of company, 20,000,000 00	
Capital stock issued (number of shares, 200,000); amount paid in,	\$20,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	20,000,000 00
Total number of stockholders,	6,834
Number of stockholders in Massachusetts,	5,894
Amount of stock held in Massachusetts,	\$17,024,000 00

* In Massachusetts, on miles road owned.

DEBT.	
Funded debt, as follows:—	
Bonds due Feb. 1, 1892, rate of interest 7 per cent., . . .	\$5,000,000 00
Interest paid on same during year, . . . \$350,000 00	
Bonds due July 1, 1895, rate of interest 6 per cent., . . .	2,000,000 00
Interest paid on same during year, . . . \$120,000 00	
Bonds due April 1, 1902, rate of interest 5 per cent., . . .	3,858,000 00
Interest paid on same during year, . . . \$192,900 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$10,858,000 00

NAME AND RESIDENCE OF OFFICERS.

William Bliss, *President*, Boston, Mass.; James A. Rumrill, *Vice-President*, Springfield, Mass.; Walter H. Barnes, *General Manager*, Boston, Mass.; Arthur Mills, *General Traffic Manager*, Boston, Mass.; Myron E. Barber, *Auditor*, Springfield, Mass.; Henry T. Gallup, *Superintendent*, Springfield, Mass.; Henry B. Chapin, *General Freight Agent*, Boston, Mass.; Arthur S. Hanson, *General Passenger Agent*, Boston, Mass.; Charles E. Stevens, *Treasurer*, Hingham, Mass.; James A. Rumrill, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William Bliss, Boston, Mass. Henry Colt, Pittsfield, Mass. John Cummings, Boston, Mass. Edward L. Davis, Worcester, Mass. Jarvis N. Dunham, Pittsfield, Mass. Chauncey M. Depew, New York, N. Y. Edward B. Gillett, Westfield, Mass. Samuel Hoar, Concord, Mass. Moses Kimball, Brookline, Mass. Jacob C. Rogers, Peabody, Mass. James A. Rumrill, Springfield, Mass. Charles S. Sargent, Brookline, Mass. Mahlon D. Spaulding, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,
BOSTON OR SPRINGFIELD, MASS.

WILLIAM BLISS,
MOSES KIMBALL,
HENRY COLT,
EDWARD L. DAVIS,
J. N. DUNHAM,
EDW. B. GILLETT,
M. D. SPAULDING,
JACOB C. ROGERS,
JOHN CUMMINGS,
C. S. SARGENT,
J. A. RUMRILL,

Directors.

C. E. STEVENS,

Treasurer.

H. T. GALLUP,

General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 27, 1887. Then personally appeared William Bliss, Moses Kimball, Henry Colt, Edward L. Davis, Jarvis N. Dunham, Edward B. Gillett, Mahlon D. Spaulding, Jacob C. Rogers, John Cummings, Charles S. Sargent, James A. Rumrill, Charles E. Stevens and Henry T. Gallup, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,

Justice of the Peace.

REPORT

OF THE

BOSTON & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$5,310,628 27
Total expense (including taxes),	3,819,038 38
Net income,	1,491,589 89
Rentals:	864,920 07
Boston & Maine R. R.,	\$7,800 00
Nashua & Lowell R. R.,	69,000 00
Stony Brook R. R.,	20,000 00
Wilton R. R.,	16,950 00
Peterborough R. R.,	35,699 64
Boston, Concord & Montreal R. R.,	289,500 00
Northern R. R.,	118,815 01
Concord & Claremont R. R.,	81,124 99
St. Johnsbury & Lake Champlain R. R.,	77,018 03
Connecticut & Passumpsic Rivers R. R.,	199,012 40
Interest accrued during year,	262,782 98
On funded debt,	\$279,329 00
On other debt (credit),	16,546 02
Dividends declared (34 per cent.),	193,529 00
Balance for the year (surplus),	170,857 84
Balance at commencement of year,	486,194 11
Balance Sept. 30, 1887 (surplus),	666,551 95
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,567,055 55
through passengers (to and from other roads),	547,272 53
express and extra baggage,	118,894 29
mails,	77,583 79
Total earnings from passenger department,	2,310,806 16
From local freight,	1,517,711 74
through freight (to and from other roads),	1,378,131 15
Total earnings from freight department,	2,895,842 89
TOTAL TRANSPORTATION EARNINGS,	5,206,649 05
Income from all other sources, viz.:	103,979 22
Miscellaneous receipts,	\$102,026 34
Accumulation of sinking fund,	1,952 88
TOTAL INCOME FROM ALL SOURCES,	\$5,310,628 27
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$116,252 53
Legal expenses,	27,008 95
Insurance,	81,308 53

Stationery and printing,	\$38,392 39
Outside agencies and advertising,	32,325 60
Contingencies and miscellaneous,	34,233 83
Repairs of bridges (including culverts and cattle-guards),	122,869 00
Repairs of buildings,	113,839 44
Repairs of fences, road-crossings and signs,	22,918 94
Renewal of rails,	48,069 41
Renewal of ties,	79,012 92
[Number laid, 388,032.]	
Repairs of road-bed and track,	526,018 31
Repairs of locomotives,	190,998 24
Fuel for locomotives,	511,316 36
Water supply,	20,760 09
Oil and waste,	37,153 83
Locomotive service,	335,105 40
Repairs of passenger-cars,	112,609 96
Passenger-train service,	160,589 46
Passenger-train supplies,	14,691 80
Mileage passenger-cars,	3,772 91
Repairs of freight-cars,	160,405 19
Freight-train service,	185,911 09
Freight-train supplies,	7,574 72
Mileage freight-cars,	69,252 77
Telegraph expenses,	53,987 31
Loss and damage, freight and baggage,	12,756 83
Loss and damage, property and cattle,	5,004 42
Personal injuries,	28,048 19
Agents and station service,	453,891 78
Station supplies,	51,507 08
TOTAL OPERATING EXPENSES,	\$3,607,581 78
Taxes,	211,456 60
TOTAL OPERATING EXPENSES AND TAXES,	\$3,819,038 38
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Bridging,	\$55,921 18
Double track, Middlesex Central R. R.,	15,157 47
Improvement at Winter Hill,	10,951 52
Bedford & Billerica R. R.,	4,000 00
Woburn Branch extension,	7,466 06
Real estate and buildings,	114,627 23
Mystic wharf,	342,499 05
TOTAL FOR CONSTRUCTION,	\$550,622 51
Parlor and sleeping cars (number, 4),	49,007 02
Passenger, mail, and baggage cars (number, 6),	37,226 16
TOTAL FOR EQUIPMENT,	86,233 18
Other expenditures charged to property account:	
Stocks, bonds and investments,	2,068,468 66
St. J. & L. C. R. R. rolling stock and tools,	167,457 48
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$2,872,781 83
Balance Sheet, Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$6,810,901 21
Cost of equipment,	1,285,262 59
Wharves and wharf property,	1,254,036 46

Extension of Woburn Branch,	\$289,437 24	
Investments in Manch. & Keene Railroad,	337,749 70	
Bedford & Billerica Railroad,	54,032 58	
Furniture and tools, White Mts. Div.,	30,319 63	
Stocks, bonds and investments,	2,521,330 50	
Double track, Middlesex Central R. R.,	70,497 90	
Improvements account, 3d track, etc.,	19,978 07	
Furniture, tools and equipments, Vermont Div.,	167,457 48	
TOTAL PERMANENT INVESTMENTS,		\$12,841,003 41
Cash,	\$16,212 69	
Notes receivable,	713,010 52	
Due from agents and companies,	658,863 24	
Materials and supplies,	873,278 01	
Sinking fund,	50,774 92	
Debit balances,	192,611 98	
TOTAL CASH ASSETS,		2,504,751 36
Leased equipment,		228,226 06
TOTAL ASSETS,		\$15,573,980 83
LIABILITIES.		
Capital stock,		\$5,529,400 00
Funded debt,		6,171,400 00
Unfunded debt, viz.:		1,825,666 97
Interest unpaid,	\$127,727 00	
Dividends unpaid,	2,079 00	
Notes payable,	850,000 00	
Vouchers and accounts,	845,860 97	
Profit & Loss balance,		656,551 95
Nashua & Lowell Railroad,		228,226 06
Boston, Concord & Montreal Railroad,		590,633 82
Improvement account,		10,608 93
Central Massachusetts R. R.,		275,271 01
St. J. & Lake Champlain R. R.,		210,348 12
Connecticut & Pass. Rivers R. R.,		77,873 97
TOTAL LIABILITIES,		\$15,573,980 83
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		2,362,623
Freight-train mileage,		1,885,958
TOTAL REVENUE-TRAIN MILEAGE,		4,248,581
Switching-train mileage,		709,335
Other train mileage,		150,785
TOTAL TRAIN MILEAGE,		5,108,701
Number of season-ticket passengers,		458,148
Number of local passengers (including season) and mileage, [Each 1,000-mile ticket is estimated as 40 passengers of 25 miles.]		6,958,213
Number of through passengers (to and from other roads),		435,979
TOTAL NUMBER OF PASSENGERS CARRIED,		7,394,192
Local passenger mileage (local passengers carried one mile),		76,945,142
Through passenger mileage (through passengers carried one mile),		22,310,842
TOTAL PASSENGER MILEAGE,		99,255,984
Number tons local freight,		1,392,076

Number tons through freight (to and from other roads),	1,442,646
TOTAL NUMBER TONS FREIGHT CARRIED,	2,834,722
Local freight mileage (tons local freight carried one mile),	54,643,332
Through freight mileage (tons through freight carried one mile),	113,922,307
TOTAL FREIGHT MILEAGE,	168,565,639
Average number of cars in passenger-trains,	6
Average weight of freight-trains (exclusive of freight),	684,000 lbs.
Average number of cars in freight-train,	34
Average number of persons employed,	4,066

DESCRIPTION OF ROAD.

Main line of road from Boston to Lowell,	26.75 miles.
Main line of road in Massachusetts,	26.75 "
Double track on main line,	26.75 "
Same in Massachusetts,	26.75 "
Branches owned by company, viz. :	
Mystic (single track),	2.25 "
Lexington & Arlington (single track),	9.25 "
Woburn (single track),	6.20 "
Stonham (single track),	2.50 "
Lawrence Branch (single track),	3.21 "
Salem & Lowell (single track),	16.80 "
Lowell & Lawrence (single track),	12.42 "
Middlesex Central (single track),	11.08 "
Bedford & Billerica (single track),	7.63 "
Total length of branches owned by company,	71.34 "
Total length of branches owned by company in Massachusetts,	71.34 "
Double track on branches,	15.45 "
Same in Massachusetts,	15.45 "
Total road belonging to this company,	98.09 "
Sidings and other tracks not above enumerated,	57.34 "
Same in Massachusetts,	57.34 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	197.63 "
Same in Massachusetts,	197.63 "
Total length of steel rails in tracks, not including steel-top rails,	120.50 "
[Weights per yard, 60 and 72 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Nashua & Lowell Railroad, length,	14.50 miles.
Stony Brook Railroad, length,	13.16 "
Wilton Railroad, length,	15.50 "
Peterborough Railroad, length,	10.50 "
Manchester & Keene Railroad (owned jointly with Concord Railroad) length,	29.59 "
Boston, Concord & Montreal Railroad, length,	187.26 "
Northern N. H. Railroad, length,	82.91 "
Concord & Claremont Railroad, length,	90.04 "
St. Johnsbury & Lake Champlain Railroad, length,	132.00 "
Central Massachusetts Railroad, length,	70.59 "
Connecticut & Passumpsic Rivers R. R., length,	147.05 "
Total length of above roads,	793.10 "
Total length of above roads in Massachusetts,	93.00 "
Total length of above roads in other States (specifying each) :	
New Hampshire, length,	421.05 "
Vermont, length,	242.30 "
Canada, length,	36.75 "
Total miles of road operated by this company,	891.19 "

Total miles of road operated by this company in Massachusetts,	191.09 miles.
Number of stations in Massachusetts on all roads operated by this company,	116
Number of telegraph-offices in same,	56
Number of stations on all roads owned by this company,	72
Same in Massachusetts,	72
EQUIPMENT.	
Number of locomotives (leased, 75; owned, 118),	193
Number of passenger-cars (leased, 58; owned, 118),	176
Number of parlor or sleeping cars (leased, 2; owned, 10),	12
Number of baggage, mail and express cars (leased, 23; owned, 71),	94
Number of freight-cars (basis of 8 wheels) (leased, 1,970; owned, 2,490),	4,460
Number of other cars (milk) (leased, 2; owned, 9),	11
Saloon and derrick cars (leased, 19; owned, 56),	75
Snow-plows (leased, 4; owned, 9),	13
Construction cars (owned, 2),	2

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	2	1	2	1	2	4
Employees,	-	6	11	23	11	29	20	42
Others,	-	2	11	9	11	11	22	12

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 4, 1886. — Frank Davis, contractor's employee, in attempting to board locomotive at Lexington, fell and had both legs injured.

October 15. — Charles Stinson, freight brakeman, struck by overhead bridge near Wilmington station, and was killed.

October 23. — John Sullivan found beside track in Lowell yard with foot and leg crushed. Intoxicated.

October 28. — William H. Burrige, employee, had hip dislocated by a fall from car at Lawrence, caused by the giving way of brake wheel.

November 2. — Henry Leeds, engineer, walking on track in East Cambridge, was struck and fatally injured by outward passenger train.

November 8. — Cyriac Lesieur jumped from moving passenger train at Lowell, and was fatally injured.

November 16. — Michael Ross, employee, was struck by passenger train near East Lexington, and had foot cut off.

November 18. — S. A. Felch, freight car inspector, was run over and killed in Lowell yard.

November 26. — John Stevens (boy), while attempting to steal a ride on freight car, was run over at North Somerville, and lost a leg.

December 1. — Frank Moran, employee, was thrown from freight car in Lowell yard, and had leg broken.

December 2. — Patrick Daly, shifter at Lowell, had an arm slightly injured while coupling cars.

December 4. — Patrick Hogan, employee, was struck by shifting engine at Lowell, and slightly injured.

December 4. — John Dignan, shifter at Lawrence, had two fingers injured while coupling cars.

December 9. — Sheard Moore, shifter at Lowell, received severe injury to head and hand while coupling cars.

December 9. — Charles Prindle, shifter at Boston, had three fingers crushed while coupling cars.

December 10. — W. B. Mason, employee, had finger crushed while coupling cars at Boston.

December 11. — William Wilson, employee, had shoulder-blade fractured while coupling cars at Lowell.

December 15. — Reuben P. Chartus, employee, fell from car at Lowell, causing fracture of several ribs.

December 16. — Michael McHugh found beside track in Woburn fatally injured.

December 25. — John Coakley, attempting to cross track at East Cambridge when gate was closed, was struck and killed by passenger train.

December 27. — George Dineen, driving across track in Tewksbury, was struck and injured by passenger train.

December 31. — Peter Spring, employee, was struck at North Billerica by board projecting from car on passing train, and had collar-bone broken.

January 4, 1887. — M. A. Smith, employee, fell from car at Lowell, was run over and killed.

January 17. — Charles Wright, employee, found dead beside track near East Billerica. Supposed to have been struck by a night train.

January 18. — Dennis Ring, employee, attempting to cross track near Prospect Hill station, was struck and killed by passenger train.

February 1. — G. B. Elliott, caught between car and platform at Mystic Wharf and fatally injured.

February 1. — Patrick Donahue and Patrick Burke, driving across Mystic Branch track in Charlestown, were struck and injured by freight train.

February 12. — Charles Pringle, employee, received injury to foot while coupling freight cars in Boston.

February 23. — Thomas Powers, passenger, jumped from moving train at North Somerville station and was fatally injured.

February 24. — Willis Lee, employee, fell from freight car at South Lawrence and received injury to ankle.

March 2. — Frank Foster, employee, received injury to hand while coupling cars at Lowell.

March 7. — Joseph Leflame, while walking on track near Winchester, was struck by passenger train and fatally injured.

March 14. — George Elder, employee, was thrown to the ground from a derailed dump car at Mystic Wharf and fatally injured.

March 15. — Edward Powers was found dead beside track near Somerville station.

March 22. — Benjamin Cunningham, walking on track in Peabody, was struck and fatally injured by passenger train.

April 11. — Charles A. Richardson, employee, slightly injured while coupling cars at Woburn.

April 13. — John D. Silva, a trespasser, attempting to board a freight train at Lowell, received an injury to foot.

April 13. — George W. Hannaford, employee, jumped from moving passenger train at East Cambridge, breaking several ribs.

April 18. — G. Conti, employee, walking on track near Clematis Brook, was struck and killed by passenger train.

April 21. — H. Johnson was struck and slightly injured by passenger train near East Cambridge.

April 30. — James McGlinnes, a passenger, getting off a moving train at Winchester, fell upon track, was run over and killed.

May 4. — William Smith, employee, found fatally injured beside track in East Cambridge.

May 5. — Charles Hersey, employee, hand crushed while coupling cars at East Cambridge.

May 16. — George M. Barnard, attempting to cross track at Lowell when gates were closed, was struck by train and killed.

May 17. — C. M. Pattie, employee, fingers injured while coupling cars at Lowell.

May 18. — Peter Kernan, employee, fingers injured while coupling cars at Lawrence.

May 30. — Kate Reynolds, walking on track near East Cambridge, was struck and fatally injured by passenger train.

June 3. — Richard Armes, employee, slightly injured by jumping from moving passenger train near East Cambridge.

June 18. — E. McLean, employee, walking on track near East Cambridge, was struck and slightly injured by passenger train.

June 28. — Charles Donnelly, employee, while climbing ladder on side of moving freight car, was struck by water spout, causing fracture of skull.

July 6. — O. W. Dickerman, employee, at work underneath car, was slightly injured.

July 12. — Edward Morris (nine years old) attempted to cross track in East Cambridge when gate was closed, was struck and slightly injured by passenger train.

July 15. — J. Galley, employee, hand bruised while coupling cars at Barre Plains.

July 21. — Elias Skelton, walking on track near Bedford, was struck and killed by passenger train.

July 22. — Charles Goodrow, employee, arm broken and hip injured by falling from freight car.

July 26. — Patrick Pendergast, walking on track in East Cambridge, was struck and killed by passenger train.

July 27. — Frank Kelley, employee, leg broken while coupling freight cars at Mystic junction.

August 4. — Patrick Flannerty, employee, thumb broken while coupling cars at Concord.

August 6. — Daniel Lyons, passenger, fell from train at North Billerica, receiving slight injury to head.

August 10. — Michael P. Cary was found beside track in East Cambridge with broken leg and injured head.

August 11. — John Farwell, found dead beside track near Berlin station.

August 27. — Albert Needham, attempting to cross track at Arlington, was struck and severely injured by passenger train.

September 15. — Michael McDonough, switchman, found dead beside track in Boston yard.

September 19. — Henry M. Harper, attempting to board moving passenger train at Lexington, fell upon track and had leg crushed by car wheel.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	103,000 lbs.
Average weight of locomotives in working order, . . .	66,000 "
Maximum weight of tenders full of fuel and water, . . .	67,000 "
Average weight of tenders full of fuel and water, . . .	41,000 "
Maximum weight of passenger-cars,	39,000 "
Average weight of passenger-cars,	36,000 "
Average weight of mail and baggage cars,	24,000 "
Average weight of 8-wheel box-freight cars,	16,000 "
Average weight of 4-wheel box-freight cars,	7,000 "
Average weight of 8-wheel platform-cars,	14,000 "
Average weight of 4-wheel platform-cars,	5,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	46 ft. 10 in.
Total length of heaviest engine and tender over all,	57 " 5 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union; 486 miles.	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Medford,	Plate Girder.	Iron.	28 feet.	Jan., 1887.
Somerville,	" "	" "	80 "	Sept. "

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . .	3
Aggregate length of same for single track (242 feet).	
Aggregate length of same for quadruple track (1,436 feet).	
Aggregate length of same for triple track (1,831 feet).	
Number of spans of stone bridges of 25 feet and upwards, . . .	9
Aggregate length of same for double track (312 feet).	
Aggregate length of same for quadruple track (35 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . .	24
Aggregate length of same for single track (266 feet).	
Aggregate length of same for double track (1,270 feet).	
Aggregate length of same for quadruple track (193 feet).	
Aggregate length of same for triple track (137 feet).	
Aggregate length of same for quintuple track (85 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . .	15
Aggregate length of same for single track (403 feet).	
Aggregate length of same for double track (97 feet).	
Number of crossings of highways at grade,	101
Number of crossings of highways over railroad,	58
Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	6
Number of highway bridges less than 18 feet above track, . . .	52
Height of lowest bridge above the rail,	15 ft. 6 in.
Number of crossings at which gates or flagmen are maintained, . . .	73
Number of crossings at which electric signals are maintained, . . .	23
Number of crossings at which there are neither signals nor flagmen,	28

Number of railroad-crossings at grade (specifying each),	5
Three on Mystic Branch, crossing the Eastern, Boston & Maine and Boston & Albany.	
Two on Salem & Lowell Railroad, crossing the Boston & Maine and Danvers Railroads.	
Number of railroad-crossings over other railroads (specifying each),	1
Fitchburg Railroad.	
Number of railroad-crossings under other railroads (specifying each),	2
Both under Lowell & Andover Railroad.	

RATES OF FARE. ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.19 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.45 "
Average rate of fare per mile for season-ticket passengers,	.71 "
Average rate of fare per mile received from all passengers,	2.13 "
Average rate of local freight per ton per mile,	2.78 "
Average rate of freight per ton per mile received from freight to and from other roads,	.12 "
Average rate of freight per ton per mile received from all freight,	1.71 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	2,620,974
Passengers from Boston (including season),	2,569,075
Season-ticket passengers to and from Boston,	342,269

CAPITAL STOCK.

Capital stock authorized by charter (not given).	
Capital stock authorized by votes of company, \$5,529,400 00	
Capital stock issued (number of shares, 55,294); amount paid in,	\$5,529,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	5,529,400 00
Total number of stockholders,	1,406
Number of stockholders in Massachusetts,	1,212
Amount of stock held in Massachusetts,	\$4,860,200 00

DEBT.

Funded debt, as follows:—

Bonds due April 1, 1892, rate of interest 7 per cent.,	\$999,500 00
Interest paid on same during year,	\$69,965 00
Bonds due March 1, 1895, rate of interest 7 per cent.,	500,000 00
Interest paid on same during year,	37,916 67
Bonds due July 1, 1896, rate of interest 6 per cent.,	750,000 00
Interest paid on same during year,	45,000 00
Bonds of Lowell & Lawrence Railroad, due Oct. 1, 1897, rate of interest 6 per cent.,	200,000 00
Interest paid on same during year,	12,000 00
Bonds of Salem & Lowell Railroad, due Oct. 1, 1898, rate of interest 6 per cent.,	226,900 00
Interest paid on same during year,	13,614 00
Bonds due July 1, 1899, rate of interest 5 per cent.,	620,000 00
Interest paid on same during year,	31,000 00
Bonds due May 1, 1903, rate of interest 4½ per cent.,	250,000 00
Interest paid on same during year,	11,250 00
Bonds due Sept. 1, 1905, rate of interest 4 per cent.,	500,000 00
Interest paid on same during year,	20,000 00
Bonds of Nashua & Lowell Railroad,	300,000 00
Interest paid on same during year,	17,000 00

Bonds due Nov. 1, 1906, rate of interest 4 per cent., . . .	\$500,000 00
Interest paid on same during year, . . . 18,333 33	
Bonds due June 1, 1907, rate of interest 4 per cent., . . .	1,000,000 00
Interest paid on same during year, . . . 18,333 33	
Bonds due July 1, 1907, rate of interest 4 per cent., . . .	325,000 00
Interest paid on same during year, . . . 8,250 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$6,171,400 00

NAME AND RESIDENCE OF OFFICERS.

Edwin Morey, *President*, Boston, Mass. Charles S. Mellen, *General Superintendent*, Arlington, Mass. B. F. Kendrick, *Auditor*, Newton, Mass. H. N. Turner, *General Traffic Manager*, Winchester, Mass. D. C. Prescott, *General Freight Agent*, Winchester, Mass. G. W. Storer, *General Passenger Agent*, Arlington, Mass. C. E. A. Bartlett, *Treasurer*, Chelmsford, Mass. C. E. Cram, *Clerk of Corporation*, Winchester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Morey, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass. Frederick E. Clarke, Lawrence, Mass. Channing Clapp, Boston, Mass. William Powell Mason, Walpole, N. H. A. Cochrane, Boston, Mass. William A. Haskell, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,
BOSTON, MASS.

EDWIN MOREY,
T. JEFFERSON COOLIDGE,
W. POWELL MASON,
CHANNING CLAPP,
WM. A. HASKELL,

Directors.

C. E. A. BARTLETT,

Treasurer.

CHAS. S. MELLEN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 16, 1887. Then personally appeared Edwin Morey, T. Jefferson Coolidge, W. Powell Mason, Channing Clapp, William A. Haskell, C. E. A. Bartlett, Chas. S. Mellen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,

Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.		
Total income,		\$8,192,382 80
Total expense (including taxes),		5,291,330 10
Net income,		2,901,052 70
Rentals:		1,887,075 16
* Eastern Railroad,	\$1,306,520 16	
Worcester, Nashua & Rochester Railroad,	250,000 00	
Portland, Saco & Portsmouth Railroad,	90,300 00	
Portsmouth, Great Falls & Conway Railroad,	45,250 00	
Portsmouth & Dover Railroad,	46,140 00	
Lowell & Andover Railroad,	52,500 00	
Dover & Winnipiseogee Railroad,	29,000 00	
Eastern Railroad in New Hampshire,	22,500 00	
Newburyport City Railroad,	6,000 00	
West Amesbury Branch Railroad,	5,700 00	
Wolfborough Railroad,	2,240 00	
Boston & Albany Railroad,	8,000 00	
Kennebunk & Kennebunkport Railroad,	2,925 00	
Manchester & Lawrence Railroad (3 mos.),	25,000 00	
Interest accrued during year:		812,955 58
On funded debt	\$297,946 67	
On other debt,	15,608 91	
Dividends declared (10 per cent.),		700,000 00
Balance for the year (surplus),		1,021 96
Balance at commencement of year,	\$1,847,549 13	
Deduct:		
Surplus as above, credited improvement account,	\$1,021 96	
Taxes for 1886 assessed by the Commonwealth of Massachusetts on Boston & Maine and Lowell & Andover Railroads; these taxes have heretofore been charged expenses of the year in which they were paid,	48,547 99	
	\$49,569 95	
Balance at commencement of year, as so changed,		1,797,979 18
Balance Sept. 30, 1887 (surplus),		1,799,001 14
ANALYSIS OF EARNINGS.		
From local passengers,		\$3,754,055 43
through passengers (to and from other roads),		620,526 04
express and extra baggage,		209,767 88
mails,		101,221 49
Total earnings from passenger department,		4,685,570 84

* Includes Eastern Railroad's proportion of surplus earnings for the year.

From local freight,		\$2,264,399 56
through freight (to and from other roads),		942,662 14
Total earnings from freight department,		3,207,061 70
TOTAL TRANSPORTATION EARNINGS,		7,892,632 54
Rents for use of road,		20,972 83
Income from all other sources, viz.:		278,777 43
Investments,	\$158,683 19	
Rents of tenements, lands, etc.,	90,234 32	
Income from coal-hoisting engines,	7,554 95	
Miscellaneous sources,	22,304 97	

TOTAL INCOME FROM ALL SOURCES, \$8,192,382 80

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$116,956 42
Legal expenses,	32,228 48
Insurance,	22,031 38
Stationery and printing,	33,369 93
Outside agencies and advertising,	27,841 01
Contingencies and miscellaneous,	58,389 94
Repairs of bridges (including culverts and cattle-guards),	196,141 02
Repairs of buildings,	275,041 49
Repairs of fences, road-crossings and signs,	31,396 20
Renewal of rails,	75,573 71

[Number tons new steel laid, 5,361; old steel, 2,662; total, 8,023.]

[Number tons old iron laid, 149.]

Renewal of ties, 91,748 04

[Number cross-ties laid, 288,621; switch-ties, 6,983; total, 290,604.]

Repairs of road-bed and track, 498,488 73

Repairs of locomotives, 277,762 09

Fuel for locomotives, 495,619 35

[Tons of coal, 133,413; cords of wood, 741.]

Water-supply, 54,454 74

Oil and waste, 28,025 19

Locomotive service, 400,309 46

Repairs of passenger-cars, 287,263 20

Passenger-train service, 224,881 09

Passenger-train supplies, 49,630 45

Mileage passenger-cars, 15,801 57

Repairs of freight-cars, 219,260 20

Freight-train service, 245,900 90

Freight-train supplies, 9,591 53

Mileage freight-cars, 71,631 87

Telegraph expenses, 60,668 96

Loss and damage, freight and baggage, 7,699 52

Loss and damage, property and cattle, 7,313 52

Personal injuries, 66,031 21

Agents and station service, 795,827 67

Station supplies, 117,370 35

TOTAL OPERATING EXPENSES, \$4,894,249 22

Taxes, 397,080 88

TOTAL OPERATING EXPENSES AND TAXES, \$5,291,330 10

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Essex Railroad bonds, \$7,600 00

Real estate at Somerville, 5,850 00

TOTAL CHARGES TO PROPERTY ACCOUNTS, \$13,450 00

Property sold (or reduced in valuation on the books) and credited property accounts during the year:

Real estate at Portland,	\$2,032 50
Real estate at Saco,	5,000 00
Essex Railroad bonds,	49,700 00

Total credits to property accounts,	\$56,732 50
NET REDUCTION IN PROPERTY ACCOUNT FOR THE YEAR, .	43,282 50

Balance Sheet, Sept. 30, 1887.

ASSETS.

Cost of road,	\$9,620,937 63
Cost of equipment,	1,308,180 00
Lands in Dover and Old Orchard,	14,132 21
Lands in Portland,	16,467 50
Lands in Saco,	15,000 00
Lands in Somerville,	5,850 00
Stock of Dover & Winnipiseogee Railroad,	263,144 48
Stock of Portland & Rochester Railroad,	239,540 56
Stock and bonds of Newburyport Railroad,	302,493 95
Stock and account of Danvers Railroad,	27,430 00
Stock of Orchard Beach Railroad,	49,624 89
Bonds of Danvers Railroad,	125,000 00
Steamer Mt. Washington and wharves,	69,260 24

TOTAL PERMANENT INVESTMENTS,

\$12,057,061 46

Cash,	\$248,539 81
Bills receivable,	296,755 41
Due from agents and companies,	558,459 69
Materials and supplies,	841,791 90
Sinking fund,	111,464 38
Debit balances,	179,411 08
Improvement accounts,	2,005,164 77

TOTAL CASH ASSETS,

4,241,587 04

TOTAL ASSETS,

\$16,298,648 50

LIABILITIES.

Capital stock,	\$7,000,000 00
Funded debt,	5,000,000 00
Unfunded debt, viz.:	2,499,647 36
Int. unpaid { accrued, not due, \$75,363 18 }	\$81,680 68
{ uncalled for, 6,317 50 }	
Rent of other roads, unpaid,*	689,611 71
Dividends unpaid,	16,975 50
Eastern R. R. lease,	170,240 33
Notes payable,	400,000 00
Sinking fund,	111,464 38
Vouchers and accounts,	1,029,674 76

Profit & Loss balance,

1,799,001 14

TOTAL LIABILITIES,

\$16,298,648 50

* Includes Eastern Railroad's proportion of surplus for the year.

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	3,330,535
Freight-train mileage,	1,652,188
TOTAL REVENUE-TRAIN MILEAGE,	4,982,723
Switching-train mileage,	918,981
Other train mileage,	162,696
TOTAL TRAIN MILEAGE,	6,064,400
Number of season-ticket passengers,	2,411,654
Number of local passengers (including season),	17,601,145
Number of through passengers (to and from other roads),	767,662
TOTAL NUMBER OF PASSENGERS CARRIED,	18,368,807
Local passenger mileage (local passengers carried one mile),	203,502,226
Through passenger mileage (through passengers carried one mile),	36,205,118
TOTAL PASSENGER MILEAGE,	239,707,344
Number tons local freight,	1,937,840
Number tons through freight (to and from other roads),	1,012,947
TOTAL NUMBER TONS FREIGHT CARRIED,	2,950,787
Local freight mileage (tons local freight carried one mile),	80,512,230
Through freight mileage (tons through freight carried one mile),	64,154,650
TOTAL FREIGHT MILEAGE,	144,666,880
Average weight of passenger-trains (exclusive of passengers),	152 tons.
Average number of cars in passenger-trains,	5
Average weight of freight-trains (exclusive of freight),	233 tons.
Average number of cars in freight-train,	23 "
Average number of persons employed,	5,017
DESCRIPTION OF ROAD.	
Main line of road from Boston, Mass., to Portland, Me.,	115.50 miles.
Main line of road in Massachusetts,	36.75 "
Main line of road in New Hampshire,	34.75 "
Main line of road in Maine,	44.00 "
Double track on main line,	70.96 "
Same in Massachusetts,	36.25 "
Branches owned by company, viz.:	
Medford (single track)	2.00 "
Methuen (2.75 miles single; 1 mile double),	3.75 "
Great Falls (single track),	2.75 "
Total length of branches owned by company,	8.50 "
Total length of branches owned by company in Massachusetts,	5.75 "
Total length of branches owned by company in New Hampshire,	2.75 "
Double track on branches,	1.00 "
Same in Massachusetts,	1.00 "
Total road belonging to this company,	124.00 "
Sidings and other tracks not above enumerated,	97.962 "
Same in Massachusetts,	53.007 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	293.922 "
Same in Massachusetts,	132.757 "
Total length of steel rails in track, not including steel-top rails,	216.432 "
[Weights per yard, 60 and 72 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Eastern R. R. of Mass. and branches, length,	118.840 miles.
Worcester, Nashua & Rochester R. R., length,	94.480 "
Eastern R. R. in New Hampshire, length,	16.080 "
Portland, Saco & Portsmouth R. R., length,	50.760 "
Portsmouth, Gt. Falls & Conway R. R., length,	72.860 "
Wolfborough R. R., length,	12.030 "

Chelsea Beach R. R., length,	1.780 miles.
Newburyport City R. R., length,	2.240 "
Portsmouth & Dover R. R., length,	10.880 "
Danvers R. R., length,	9.259 "
Newburyport R. R., length,	26.979 "
Lowell & Andover R. R., length,	8.730 "
West Amesbury Branch R. R., length,	4.500 "
Dover & Winnipiseogee R. R., length,	29.000 "
Manchester & Lawrence R. R., length,	22.390 "
Kennebunk & Kennebunkport R. R., length,	4.500 "
Total length of above roads,	485.308 "
Total length of above roads in Mass.,	209.538 "
Total length of above roads in other States (specifying each),	275.770 "
Eastern R. R. in N. H., length,	16.080 "
Worcester, Nashua & Rochester R. R. in N. H., length,	55.020 "
Portsmouth, Gt. Falls & Conway R. R. in N. H., length,	69.940 "
Wolfborough R. R. in N. H., length,	12.030 "
Portsmouth & Dover R. R. in N. H., length,	10.880 "
West Amesbury Branch R. R. in N. H., length,	2.250 "
Manchester & Lawrence R. R. in N. H., length,	22.390 "
Dover & Winnipiseogee R. R. in N. H., length,	29.000 "
Portland, Saco & Portsmouth R. R. in Maine, length,	50.760 "
Portsmouth, Gt. Falls & Conway R. R. in Maine, length,	2.920 "
Kennebunk & Kennebunkport R. R. in Maine, length,	4.500 "
Total length of above roads in other States (specifying each),	217.590 "
New Hampshire, length,	58.180 "
Maine, length,	609.310 "
Total miles of road operated by this company,	252.040 "
Total miles of road operated by this company in Massachusetts,	
Number of stations in Massachusetts on all roads operated by this company,	146
Number of telegraph-offices in same,	72
Number of stations on all roads owned by this company,	63
Same in Massachusetts,	30
EQUIPMENT.	
Number of locomotives (leased, 131; owned, 109),	240
Number of passenger-cars (leased, 195; owned, 191),	386
Number of parlor or sleeping cars (leased, 3; owned, 12),	15
Number of baggage, mail and express cars (leased, 55; owned, 38),	93
Number of freight-cars (basis of 8 wheels) (leased, 2,303; owned, 2,000 $\frac{1}{2}$),	4,303 $\frac{1}{2}$
Number of other cars (leased, 237; owned, 93),	330
Snow plows (leased, 27; owned, 14),	41

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . .	-	-	4	10	4	10	5	11
Employees, . .	-	-	4	28	4	28	8	32
Others, . .	-	-	34	34	34	34	43	37

LIST OF ACCIDENTS IN MASSACHUSETTS, FOR THE YEAR ENDING SEPTEMBER 30TH, 1887, AS REPORTED TO THE RAILROAD COMMISSIONERS.

October 1, 1886. — Bernard Doherty, a school-boy passenger, kicking his feet out from the platform of a passenger car in the train upon which he was riding, came in contact with some object while crossing Mystic bridge near Somerville, and was knocked off, receiving injuries from which he afterwards died.

October 2. — Timothy D. Connolly, a trespasser, was found, mutilated and dead, lying between the rails at a point between Swampscott and Lynn, shortly after train No. 399 had passed.

October 5. — Henry Williams, a trespasser, was run over and killed at Salem, by cars that were being shifted.

October 11. — John Desmond, a trespasser, walking on the tracks near the freight house at Andover, was struck by a passing train and killed.

October 13. — John Lerner, a trespasser, boarded a slowly moving train in Amesbury freight yard to pass over and cross the tracks, and caught his foot between the drawbars and had it badly jammed.

October 14. — John R. Hart, trespasser, attempting to cross the track in front of a moving engine in the Boston yard near draw No. 1, was struck and killed.

October 15. — John Clark, a trespasser, walking upon the tracks near Edgeworth station, was struck by an approaching train and received a compound fracture of the leg and a scalp wound.

October 15. — Henry G. Wilcox, an employee, while coupling cars in the Boston yard, was caught and had his leg badly jammed.

October 15. — Louis H. Laborda, conductor of shifting enging, in coupling cars at Salem, was caught and had his left hand jammed.

October 18. — Michael Mahoney, a trespasser, walking upon the tracks in Haverhill, was struck by a passing train and killed.

October 19. — John Geary, a trespasser, attempted to cross the tracks at Salem in front of an approaching train, when the gates were closed, and barely escaped being struck by the train, and ran into the gate and cut his face and knocked himself down.

October 26. — Mrs. C. R. Elder, a trespasser, walked deliberately upon the tracks at Edgeworth in front of an approaching train, and was struck and killed.

October 26. — John McLellon, a trespasser, in attempting, uncalled for, to assist in uncoupling cars at Peabody, was caught and had his right arm jammed.

October 28. — An unknown man, a trespasser, was found lying dead, in a mutilated condition, at about 10.30 o'clock P. M., on the outward track at Lynn.

November 1. — Mrs. Mary Scannell, a trespasser, attempting to cross the tracks at Wakefield Junction in front of an approaching train, was struck and killed.

November 1. — Maurice Foley, a trespasser, attempting to cross the tracks in a team at Haverhill in front of a approaching train, was struck and thrown under the wheels of the train, losing one arm.

November 17. — Gilman Poor, an employee, jumped from a train at Lynn, after it had started, and landed in front of another approaching train and was struck and killed.

November 18. — Miss Emily B. Cox, a passenger, attempting to alight from a train at Oak Grove, before it had come to a full stop, fell under the wheels and received injuries from which she soon afterwards died.

November 19. — Charles Chandler, a brakeman, attempting to jump from the top of one car to another that was moving away, fell to the ground, spraining both ankles and cutting his knee.

November 19. — Daniel J. Sullivan, a boy trespasser, was found lying insensible on the inner track near Beverly. He was supposed to have been struck by a gravel train. Injuries probably fatal.

November 23. — James Sinclair, a brakeman, in jumping from a moving switching train in Worcester, fell upon some old rails and dislocated his ankle.

November 24. — M. L. Hoar, a brakeman, in coupling cars at Worcester, was caught and had his arm jammed.

November 29. — James E. Bartlett, an employee, in coupling cars in East Boston yard, was caught and sustained slight injuries.

December 2. — T. L. Lindsley, a trespasser, walking on the tracks at Lawrence, was struck by a moving engine and killed.

December 5. — Alonzo Sinclair, standing on the tracks at the Central Square crossing in Lynn, was struck by an approaching train and had his thigh bone broken.

December 6. — H. Harrington, a brakeman, in coupling cars in Boston, was caught and had his hand badly jammed.

December 8. — James F. Goyette, a brakeman, fell from the top of a car in a moving train, under the wheels, receiving injuries from which he soon afterwards died.

December 14. — W. Atwood, a herdic driver, attempting to cross the tracks with his team at Church Street crossing in Lowell in front of an approaching train, was struck and had his shoulder-blade broken.

December 21. — James H. Sweeney, a brakeman, jumped from a moving train at Salem, and fell and broke his knee-pan.

December 21. — Lamont Hilton, a brakeman, in coupling cars at Salem, was caught and injured in the side.

December 24. — Thomas Wrynn, a trespasser and insane, walking on the tracks near Malden, Western Division, jumped in front of an approaching train and was struck and killed.

December 25. — Achilles Duchaine, a trespasser, in attempting to board a moving train at Haverhill, was thrown down and sustained a compound fracture of the arm.

December 27. — Henry P. Evitts, shifting engine conductor, in uncoupling cars at Peabody, was caught and had one of his fingers injured.

December 30. — Joshef Rabinoomish, a trespasser, walking on the tracks near Salem, was struck by a passing train and killed.

January 7, 1887. — C. E. Wells, shifting engine conductor, in coupling cars at Edgeworth, was caught and had his finger jammed.

January 12. — John Maroney, a trespasser, jumped from a B. & L. R. R. train while in motion near Peabody station, and was struck by a shifting engine on the Boston & Maine Railroad, sustaining injuries to his eye and nose.

January 19. — Z. C. Doty, in attempting to cross the tracks at the Wakefield Rattan Co's. crossing in Wakefield, in a sleigh, was struck by an approaching train and sustained injuries to his head and hip.

January 21. — John Mullsop, a brakeman, coupling cars at Worcester, was caught and had one thumb and finger smashed.

January 26. — Andrew Norton, a trespasser, was found dead on the tracks near Malden, Western Division.

January 22. — Waldo E. R. Stone, a trespasser, a boy of twelve years of age, standing between the two main tracks of the Grand Junction Railroad at Chelsea, was caught between two trains moving in different directions, and in some unknown manner got under the wheels of one of trains and had one hand cut completely off, and nearly the whole of the other, and received other serious injuries to his head.

January 29. — J. Chipman, a brakeman, coupling cars at Worcester, was caught and had his arm jammed.

February 1. — Minnie Demarest, a trespasser, walking on the tracks on the Haverhill bridge, was struck by a passing train, receiving injuries from which she soon afterwards died.

February 1. — Everett W. Brooks, a trespasser, attempting to board a moving train after it had left Park Street station, fell under the wheels and had his leg cut off.

February 1. — Charles F. Davis, a trespasser, was found in an intoxicated state on the siding at Prison Point, with left foot and fingers of the right hand crushed.

February 4. — William J. McCarty, an employee, while under a train in Boston hooking on check chains, was pinched between two cars and had three ribs dislocated.

February 14. — Walter Stickney, a trespasser, a boy of nine years, stealing a ride and seeing the conductor approach, jumped off the moving train near Edgeworth, and broke his collar bone and was cut about the head.

February 15. — Thomas H. Williams, a freight conductor, in coupling cars at Salem, was caught and had one finger badly jammed.

February 17. — Thomas McCormick, a trespasser, a boy in a milk car left on the track at South Lawrence, which was run into by a train from Lowell, was knocked down by the collision and received a scalp wound.

February 28. — Al. Frazer, a trespasser, attempting to cross the tracks near Prison Point in front of a moving train, to board another going in the opposite direction, was struck, receiving a severe cut in the mouth.

March 4. — A. S. Knight, attempting to cross the tracks with a team at a crossing near Summit station in front of an approaching train, was struck, sustaining a fracture of the right arm and right hip bones.

March 5. — James Bailey, a brakeman, in uncoupling an engine at South Lawrence caught his foot in the brake-beam, and was thrown under the tender and injured in the back and hips.

March 7. — Reuben Muse and John Shaw, trespassers, walking on the tracks in an intoxicated condition near Wakefield, were both struck by a passing train, Reuben Muse being killed and John Shaw receiving injuries from which he soon afterwards died.

March 11. — John Murgatroyed backed his team into a train just leaving North Andover station, and was thrown out and stunned.

March 17. — Patrick McCarthy, a switchman, was struck by an engine of moving train at Causeway Street, Boston, and was thrown down and injured about the head.

March 18. — Henry Porter, a brakeman, fell from the top of a car to the ground at Somerville, and bruised his arm.

March 21. — George Warren, a passenger, attempting to get off from a train at Chelsea, before it had come to a full stop, lost his balance and fell on the station platform, sustaining a cut over the left eye.

March 25. — Samuel Hall, a brakeman, was struck by overhead bridge in Salem, and fell under the wheels of the train and had both feet cut off.

March 28. — Ann McLaughlin, a trespasser, walking on the tracks near Clinton, was struck by a passing train and killed.

March 29. — John Coffee, newsboy, jumped from a train at Lynn, while it was in motion, and fell, breaking his arm.

March 29. — Charles C. Collins, a trackman, turning a hand-car crank, caught his clothing and was thrown out near Rowley, breaking his right leg in two places.

April 1. — Henry O. Keniston, attempting to drive a furniture wagon across the tracks at the Almshouse crossing in Peabody in front of an approaching train, was struck and killed.

April 6. — William B. Hilton, a freight conductor, fell from the top of a box car under the wheels of his train, and had one foot crushed.

April 9. — William H. Sheppard, alighting at Bell Rock on the back side of the train safely, was found dead on the tracks after the train had pulled out of the station, the wheels of the train having passed over him.

April 14. — James Alliston, a trespasser, walking on the tracks near South Lawrence, was struck by a passing train and killed.

April 20. — Albert E. Barnes, an employee, in coupling cars in the Salem freight yard, was caught and had his elbow fractured.

April 25. — Thomas Griffen, a boy of five years, a trespasser, playing about a train at Lynn, fell under the wheels and had his left leg cut off.

April 25. — George F. Harrington, a trespasser, illegally riding upon an extra freight train, in some unknown way fell under the wheels near Lancaster and was killed.

May 11. — Eddie Michael Foley, a boy of seven years, attempting to cross the tracks at Perkin Street crossing, Somerville, in front of an approaching train, was struck, sustaining a fracture of the right leg.

May 14. — Edward Brown, an expressman, jumped from a moving train near Manchester, Mass., and fell, breaking several ribs.

May 14. — Paul La Prad, a passenger, leaning out backwards, to the full extent of his arms, from the platform of a passenger car of a train in motion near Oakdale, struck against a post erected for the purpose of notifying snowploughs of guard rails on the bridge, and was knocked off, receiving injuries from which he soon afterwards died.

May 25. — Lucy Hinch, a trespasser, walking on the tracks near Chelsea, was struck by passing train and killed.

May 25. — John Chambers, a trespasser, lying on the tracks near Fells, was struck by a passing train and killed.

May 28. — Charles S. Knowles, a trespasser, attempting to cross the tracks in front of a moving engine in Newburyport station, was struck and killed.

June 6. — William Robinson, a trespasser, walking on the tracks in Lynn, was struck by a passing train and killed.

June 6. — Michael J. Yates, a brakeman, fell from the top of a car near Ayer Junction, while it was in motion, and was injured in the spine.

June 30. — Patrick Garde, a passenger, jumped from a train as it was passing Perkin Street, in Somerville, and received a severe cut in the back of the head.

July 4. — C. W. Lowell, a passenger, thrust his arm out of the window of a moving car on Mystic bridge near Somerville, and came in contact with some unknown object, and had it broken between the elbow and shoulder.

July 11. — David James Feader, a trespasser, attempting to cross the tracks in front of an approaching train at Somerville, was struck and killed.

July 11. — Tim Harding, a boy of eleven years, a trespasser, stealing a ride on a train near Medford, in jumping off, fell and had his arm crushed under the wheels.

July 12. — Patrick Houlihan, an oiler, was struck by a Pullman car that was being shifted on draw No. 1, Boston, and had his right leg run over.

July 14. — John Develin, a boy and a trespasser, attempting to cross the tracks in front of an approaching train near Haverhill, was struck, receiving injuries from which he soon afterwards died.

July 14. — Frank Plummer, a passenger, jumped from a train while it was passing Melrose station at full speed, and escaped with severe bruises.

July 16. — Ellen McDonald, a trespasser, walking on the tracks near Lynn, was struck by a passing train, receiving injuries from which she soon afterwards died.

July 19. — John Coyle, a trespasser, sleeping under cars in freight yard at East Boston, had one of his hands jammed and side injured as the cars were being drawn out.

July 21. — William Anderson, a passenger, attempting to alight from a train at Lynn, before it had come to a full stop, fell under the wheels and had the toes of his right foot cut off.

July 22. — Horace E. Stone, a brakeman, in coupling cars at South Lawrence, in some unknown way fell under the wheels and was killed.

July 25. — F. Teethham, a trespasser, walking on the tracks near Swampscott, was struck by a passing train and had three ribs broken, and was otherwise injured.

July 26. — Charles Welsh, a trespasser, jumped upon a train as it was being side-tracked at Lynn, and rode a short distance, and then jumped off and fell under the wheels and had one foot cut off.

July 28. — Walter Martin, an employee, in coupling cars near freight house in Boston, was caught and had his arm broken and ribs fractured.

July 30. — Albert A. Littlefield, a brakeman, in coupling cars at Somerville, was caught and had a finger jammed.

August 8. — Charles Brainard, a brakeman, in coupling cars near Somerville, had an end door fall upon him, causing a scalp wound.

August 9. — John Murray, a passenger, in an intoxicated condition, fell off a moving train near the Eastern Division passenger station in Boston, cutting his head.

August 11. — Mrs. Mary Brown, attempting to cross the tracks at Danvers in front of an approaching train, was struck and killed.

August 11. — Charles Welch, a brakeman, was struck by an overhead bridge near South Lawrence and killed.

August 12. — Christopher Kirmes, a trespasser, lying on the tracks near Fells, was struck by a passing train, receiving injuries from which he soon afterwards died.

August 16. — Samuel Bailey, a passenger, deliberately jumped from a train as it was passing Wyoming station at full speed, and fell, and escaped with severe bruises.

August 21. — Thomas Sundergan, a trespasser, jumped from a moving train upon which he was illegally riding near Revere, and was struck by a train moving in the opposite direction, and received injuries to his knee and hip.

August 25. — George H. Brown, a trespasser, walking on the tracks near Wilmington Junction, was struck by a passing train and had his leg broken.

August 31. — Jerry Kilroy, a boy, a trespasser, attempting to get upon a platform car of a train in motion in Boston yard, fell under the wheels and had both legs cut off.

September 1. — Edward Clark, a brakeman, in coupling cars at Rowley, was caught and had his finger jammed.

September 2. — John Doherty, a passenger, jumped from a train at Andover before it had come to a full stop, and fell under the wheels, receiving injuries from which he soon afterwards died.

September 5. — Mr. Odilon Menard, Mrs. Odilon Menard his wife, and their infant child Eugenie Menard, driving in a top buggy, attempting to cross the tracks at Bell's crossing near Beverly in front of an approaching train, were struck, Mr. Menard and child killed, and Mrs. Menard's thigh bone fractured and head cut.

September 5. — Chick Holland, a passenger, intoxicated, standing on the platform of a moving train, fell off near West Lynn, sustaining injuries to his head and knee.

September 6. — Thomas Carroll, a trespasser, was found, mutilated and dead, on the tracks near Manchester, Mass., evidently struck by some passing train.

September 7. — Unknown man, a trespasser, walking on the tracks near Fells, was struck by engine running wild, and had his leg broken and head cut.

September 10. — Oliver Emond, a boy, a trespasser, riding a short distance on a train at Salem, jumped off and fell, fracturing two ribs.

September 14. — Andrew Fisher, a trespasser, lying on the tracks near Beverly, was struck by passing train and seriously injured.

September 18. — D. Sullivan, a passenger, jumped from a train before it had come to a full stop, at South Lawrence station, and fell upon the platform, cutting his knee.

September 24. — Charles Carter, a trespasser, was found lying dead on the tracks near Lowell station. Supposed to have been struck by train No. 209.

September 25. — Joseph H. O'Shea, a trespasser, walking on the tracks near Beverly station, was struck by a passing train and had his right arm cut off.

September 28. — Mrs. Woodman, a passenger, jumped from a train after it had started from Lowell Junction station and fell, bruising her back and head.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	60 tons.
Average weight of locomotives in working order, . . .	34 "
Maximum weight of tenders full of fuel and water, . . .	42½ "
Average weight of tenders full of fuel and water, . . .	23 "
Maximum weight of passenger-cars, . . .	28½ "
Average weight of passenger-cars, . . .	22 "
Average weight of mail and baggage cars, . . .	19 "
Average weight of 8-wheel box freight-cars, . . .	9½ "
Average weight of 4-wheel box freight-cars, . . .	4½ "
Average weight of 8-wheel platform-cars, . . .	7½ "
Average weight of 4-wheel platform-cars, . . .	3½ "

Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	46 2-12 feet.
Total length of heaviest engine and tender over all, . . .	58 feet.
Total length of longest engine and tender over all, . . .	58 "
Number of miles of telegraph owned by company, . . .	29 miles.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Co.; 121.25 miles.	
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Bradford to Georgetown,	6.50 "

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Lawrence,	Plate Girder, 4 track.	Iron.	72 feet.	Aug., 1887.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . .	4
Aggregate length of same for double track (8,568 feet).	
Number of spans of stone bridges of 25 feet and upwards,* . .	8
Aggregate length of same for double track (90 feet).	
Number of spans of iron bridges of 25 feet and upwards,* . .	12
Aggregate length of same for single track (60 feet).	
Aggregate length of same for double track (855.50 feet).	
Aggregate length of same for quadruple track (72 feet).	
Number of spans of timber bridges of 25 feet and upwards,* . .	5
Aggregate length of same for single track (42.78 feet).	
Aggregate length of same for double track (554 feet).	
Number of crossings of highways at grade,*	55
Number of crossings of highways over railroad,	16
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	1
Number of highway bridges less than 18 feet above track, . .	15
Height of lowest bridge above the rail,	15
Number of crossings at which gates or flagmen are maintained,	50
Number of crossings at which there are neither signals nor flagmen,*	5
Number of railroad-crossings at grade (specifying each):* . .	8
Union Freight Railroad, Boston.	
Fitchburg Railroad, Boston.	
Boston & Lowell Railroad, Boston.	
Eastern Railroad, Boston.	
Grand Junction Railroad, Boston.	
Salem & Lowell Railroad, Wilmington.	
Boston & Lowell Railroad, Lawrence (twice).	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.082 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	1.714 "
Rate of fare on mileage tickets (1,000 miles),	2.000 "

* In Massachusetts, on miles road owned.

Average rate of fare per mile for season-ticket passengers, .	0.815 cents.
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, .	1.825 "
Average rate of local freight per ton per mile, .	2.812 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, .	1.469 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight, .	2.217 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	6,092,135
Passengers from Boston (including season),	6,078,112
Season-ticket passengers to and from Boston,	1,471,846

CAPITAL STOCK.

Capital stock authorized by charter,	\$7,000,000 00
Capital stock authorized by votes of company,	7,000,000 00
Capital stock issued (number of shares, 70,000); amount paid in,	\$7,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	7,000,000 00
Total number of stockholders,	3,946
Number of stockholders in Massachusetts,	2,925
Amount of stock held in Massachusetts,	\$4,766,800 00

DEBT.

Funded debt, as follows; —	
Bonds due Jan. 1, 1893, rate of interest 7 per cent.,	\$1,500,000 00
Interest accrued on same during year,	\$105,000 00
Bonds due Jan. 1, 1894, rate of interest 7 per cent.,	2,000,000 00
Interest accrued on same during year,	\$140,000 00
Improvement bonds due Feb. 2, 1903, rate of interest 4 per cent.,	1,000,000 00
Interest accrued on same during year,	\$39,013 34
Improvement bonds due Feb. 1, 1907, rate of interest 4 per cent.,	500,000 00
Interest accrued on same during year (8 mos.), \$13,333 33	
TOTAL AMOUNT OF FUNDED DEBT,	\$5,000,000 00

NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. William Merritt, Jr., *Supt. Western Div.*, Boston, Mass.; Daniel W. Sanborn, *Supt. Eastern Div.*, Portland, Me.; John W. Sanborn, *Supt. Northern Div.*, Wolfboro Junction, N. H.; Geo. W. Hurlburt, *Supt. W. N. and Portland Div.*, Worcester, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. William F. Berry, *Assistant Gen. Freight Agent*, East Boston, Mass. Dana J. Flanders, *General Passenger Agent*, Malden, Mass. Charles E. Lord, *Assistant Gen. Passenger Agent*, Newton, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Joseph S. Ricker, Deering, Me. Amos Paul, Newmarket, N. H. Richard Olney, Boston, Mass. Nathaniel J. Bradlee, Boston, Mass. Samuel C. Lawrence, Medford, Mass. James R. Nichols, Haverhill, Mass. Frank Jones, Portsmouth N. H. William S. Stevens, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.
BOSTON & MAINE RAILROAD,
BOSTON, MASS.

GEORGE C. LORD,
RICHARD OLNEY,
SAMUEL C. LAWRENCE,
AMOS PAUL,
WM. S. STEVENS,
J. S. RICKER,

Directors.

AMOS BLANCHARD,

Treasurer.

JAS. T. FURBER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 16, 1887. Then personally appeared George C. Lord, Richard Olney, Samuel C. Lawrence, Amos Paul, William S. Stevens, J. S. Ricker, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD,

Justice of the Peace.

Having examined the foregoing return and believing it to be correct, I hereby approve the same.

GEO. H. POOR,

November 18, 1887.

Commissioner for Mass.

REPORT

OF THE

BOSTON & PROVIDENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,905,495 54
Total expense (including taxes),	1,845,911 16
Net income,	59,584 38
Rentals:	11,890 12
Attleborough Branch,	\$11,890 12
Interest accrued during year:	21,990 69
On funded debt,	\$21,990 69
Dividends declared (10 per cent.),	400,000 00
Balance for the year (deficit),	374,296 43
Balance at commencement of year,	490,337 85
Balance Sept. 30, 1887 (surplus),	116,041 42
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,005,940 66
through passengers (to and from other roads),	167,843 51
express and extra baggage,	49,382 73
mails,	13,494 91
Total earnings from passenger department,	1,236,661 80
From local freight,	381,978 43
through freight (to and from other roads),	262,636 65
Total earnings from freight department,	644,615 07
TOTAL TRANSPORTATION EARNINGS,	1,881,276 87
Income from all other sources, viz.:	24,218 67
Land and buildings,	\$24,218 67
TOTAL INCOME FROM ALL SOURCES,	1,905,495 54
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$35,946 46
Legal expenses,	11,443 36
Insurance,	4,894 82
Stationery and printing,	11,529 69
Outside agencies and advertising,	10,810 24
Contingencies and miscellaneous,	1,082 01
Repairs of bridges (including culverts and cattle-guards),	89,348 93
Repairs of buildings,	69,798 77
Repairs of fences, road-crossings and signs,	5,726 27
Renewal of rails,	17,626 02
[Number tons steel laid, 751.]	
Renewal of ties,	35,771 28
[Number laid, 88,204.]	

Repairs of road-bed and track,	\$124,555 85
Repairs of locomotives,	90,769 58
Fuel for locomotives,	117,947 58
[Tons of coal, 29,476.]	
Water supply,	9,031 91
Oil and waste,	16,913 32
Locomotive service,	102,684 51
Repairs of passenger-cars,	87,128 91
Passenger-train service,	89,788 48
Passenger-train supplies,	8,173 46
Repairs of freight-cars,	37,048 10
Freight-train service,	27,167 06
Freight-train supplies,	1,218 30
Mileage freight-cars,	5,831 37
Telegraph expenses,	4,150 43
Loss and damage, freight and baggage,	1,089 67
Loss and damage, property and cattle,	21,203 73
Personal injuries,	406,583 61
Agents and station service,	255,831 06
Station supplies,	24,326 11
TOTAL OPERATING EXPENSES,	1,725,420 89
Taxes,	120,490 27
TOTAL OPERATING EXPENSES AND TAXES,	1,845,911 16

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Superstructure, including rails (second track West Roxbury Branch),	\$87,748 59
Land in West Roxbury,	20,500 00
21 shares common stock Prov., Warren & Bristol R. R.,	105 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$108,353 59
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Sold Dedham Water stock,	5,000 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$103,353 59

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$4,688,774 88	
Second track on West Roxbury Branch,	87,748 59	
Cost of equipment,	207,400 00	
Lands,	64,002 08	
Stock of Providence, Warren & Bristol R. R.,	158,445 00	
Stock of Union Freight R. R.,	79,014 42	
Stock of Attleborough Branch R. R.,	3,000 00	
TOTAL PERMANENT INVESTMENTS,		\$5,288,384 47
Cash,	\$104,002 90	
Bills receivable,	55,000 00	
Due from agents and companies,	160,171 30	
Materials and supplies,	113,001 55	
TOTAL CASH ASSETS,		432,175 75
TOTAL ASSETS,		\$5,720,560 22

LIABILITIES.		
Capital stock,		\$4,000,000 00
Funded debt,		1,260,000 00
Unfunded debt, viz. :		344,518 80
Interest unpaid,	\$14,045 84	
Dividends unpaid,	1,989 50	
Dividend due Nov. 1,	240,000 00	
Vouchers and accounts,	88,483 46	
Profit & Loss balance,		116,041 42
TOTAL LIABILITIES,		\$5,720,560 22

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		802,242
Freight-train mileage,		241,269
TOTAL REVENUE-TRAIN MILEAGE,		1,043,511
Switching-train mileage,		60,355
TOTAL TRAIN MILEAGE,		1,103,866
Number of season-ticket passengers,		576,853
Number of local passengers (including season),		6,462,483
Number of through passengers (to and from other roads),		255,990
TOTAL NUMBER OF PASSENGERS CARRIED,		6,718,473
Local passenger mileage (local passengers carried one mile),		55,202,756
Through passenger mileage (through passengers carried one mile),		7,214,020
TOTAL PASSENGER MILEAGE,		62,416,776
Number tons local freight,		420,329
Number tons through freight (to and from other roads),		355,636
TOTAL NUMBER TONS FREIGHT CARRIED,		775,965
Local freight mileage (tons local freight carried one mile),		10,774,748
Through freight mileage (tons through freight carried one mile),		11,260,652
TOTAL FREIGHT MILEAGE,		22,035,400
Average weight of passenger-trains (exclusive of passengers),		350,000 lbs.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		682,000 lbs.
Average number of cars in freight-train,		30
Average number of persons employed,		1,011

DESCRIPTION OF ROAD.		
Main line of road from Boston to Providence,		44.000 miles.
Main line of road in Massachusetts,		38.142 "
Main line of road in Rhode Island,		5.858 "
Double track on main line,		44.000 "
Same in Massachusetts,		38.142 "
Branches owned by company, viz. :		
West Roxbury (single track),		5.366 "
Dedham (single track),		2.224 "
India Point (single track),		8.018 "
Stoughton (single track),		4.114 "
Total length of branches owned by company,		19.752 "
Total length of branches owned by company in Massachusetts,		15.189 "
Total length of branches owned by company in Rhode Island,		4.563 "
Total road belonging to this company,		63.752 "
Sidings and other tracks not above enumerated,		52.000 "
Same in Massachusetts,		40.000 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,		159.752 "
Same in Massachusetts,		131.473 "

Total length of steel rails in tracks, not including steel-top rails, [Weights per yard, 70 pounds.]	107.752 miles.
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Attleborough Branch, length,	4.000 miles.
Total length of above road,	4.000 "
Total length of above road in Massachusetts,	4.000 "
Total miles of road operated by this company,	67.752 "
Total miles of road operated by this company in Massachusetts,	57.331 "
Number of stations in Massachusetts on all roads operated by this company,	43
Number of telegraph offices in same,	13
Number of stations on all roads owned by this company,	41
Same in Massachusetts,	37
EQUIPMENT.	
Number of locomotives,	62
Number of passenger-cars,	168
Number of parlor or sleeping cars,	*24
Number of baggage, mail and express cars,	18
Number of freight-cars (basis of 8 wheels),	540
Number of other cars,	442

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	*21	{ *240 } { †14 }	1	2	22	16	23	16
Employees, .	*2	-	-	-	2	-	2	-
Others, .	-	-	17	5	17	5	19	6

* Bussey Bridge accident, March 14.

† Derailment at Dedham, July 31.

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 5, 1886. — Mrs. Martha A. Haskins, aged eighty-six years, was instantly killed by 9.25 A. M. train from Boston. She lived with her daughter, Mrs. J. D. White, at No. 50 Central Avenue, Hyde Park. She was walking on the track, alone, having left her home to visit another daughter, at Forest Hills.

October 15. — R. Chute was killed between Boston & Albany crossing and Chickering station by an engine backing out to shop. He was employed by Domestic Sewing Machine Co. He was walking on track and had been repeatedly warned off by the trainmen.

October 18. — Hiram A. Brown was instantly killed at South Main Street, Attleborough, by a freight train. He had come from Taunton on O. C. R. R. freight train, and placed himself carelessly in the way. His age was about forty. Was without a family, except a daughter and mother living in Middleborough. Was formerly a freight brakeman on O. C. R. R.

* Line cars. Eight per cent. owned by Boston & Providence Railroad.

November 11. — Miss Nellie R. Peers, a resident of Attleborough, twenty-four years of age, was instantly killed at Park Street crossing, in Attleborough, by steamboat train from Boston. The accident was the result of extreme recklessness on her part.

November 16. — Phineas C. Shepherd, of Stoughton, cutter at French's boot factory, fifty-four years of age, was instantly killed, upon the branch between West Stoughton and Springdale, by 5.10 P. M. train from Stoughton. He was walking on track and was intoxicated. Leaves a wife and one son.

November 26. — Chas. M. Wentworth, a piano maker, living on Montgomery Street, West Roxbury, was run over by an engine while shifting cars upon the covered bridge at Dedham, about 11.15 P. M. He had just arrived in train from Boston, and started to walk back to West Roxbury. He died at 5.00 A. M. His age was thirty-four years, nine months and twenty-seven days, and he was unmarried.

December 30. — The 3.15 P. M. train from Boston struck a man named James Collins, near Prentiss Street crossing, injuring him so that he died at 3.30 next morning. He was thirty years old. Lived at 77 Longwood Avenue, Brookline. He was seen to run out in front of train, and said at hospital that he intended suicide.

February 2, 1887. — As 6.35 A. M. train from Dedham was approaching Hyde Park, on third track, three men who were walking on middle track in direction of Readville, on which track the steamboat train was approaching them, to avoid it stepped on to third track in front of Dedham train, and were all instantly killed. There was a blinding snowstorm at the time, which prevented the party and trainmen from seeing each other. Their names were James Smith, of Centreville, R. I., Hugh Trainor, of Waltham, and Peter Kildeary, alias "Mack," of Hyde Park.

February 23. — As 8.00 P. M. train from Boston was leaving Hyde Park after having made its stop, John Cornwall, a Swede, jumped from the train and fell, injuring his right hand so as to require amputation. He lives on Beaver Street, Hyde Park. Has a wife and six children.

March 4. — The 5.10 P. M. Providence express from Boston struck a man when just beyond Tremont Street crossing, who died soon after. Name, Michael Murray, called "Mickey, the tinkler," a peripatetic mender of umbrellas, tinware, etc. Supposed to belong at the North End. About forty-five years of age.

March 14. — As the 7.00 A. M. train from Dedham for Boston was passing over "Bussey Bridge," owing to some cause as yet unknown, six cars were precipitated to the street below, taking with them the bridge, causing the death of twenty-three persons, as named below: Myron Tilden, John H. Drayton, Edw. E. Norris, Elizabeth C. Mandeville, Elizabeth A. Walton, Waldo P. Lailor, Emma J. P. Hill, Mary L. Odiorne, Wm. E. Snow, Laura A. Price, Ida E. Adams, Harriet N. Cardinal, Hattie P. Dudley, Albert E. Johnson, Otis Harvey Gay, Wm. W. Clapp, Peter Swaabens, Rosa Bella Welch, Alice W. Burnett, Edw. H. Derham, Stephen H. T. Houghton, Wm. S. Stronge, Sarah F. Ellis. In addition to the above, two hundred and forty persons who were on the train have made claims for damages, of which eighty-four were for very slight injuries, or loss of personal effects. The injuries of fifty-six others were not serious, leaving about one hundred more or less severely injured. As far as known, there were but ten or fifteen others in the train. Of these, two or three may have received injuries, but have made no claim.

March 15. — Edward Gaffney, scarcely fifteen years old, driving a spirited horse, approached Park Street crossing as the propeller freight was crossing. He lost control of the horse, which rushed against train. The team was whirled around by the train, and the horse took a course parallel with it. Result, wagon demolished, boy much shaken up, but no permanent injury.

March 27. — The 10.00 A. M. New York train from Boston, near Hyde Park station, instantly killed a man who was standing on the track and took no notice of both bell and whistle. He was unknown, thought to be a tramp, and the engineman thinks a suicide.

April 8. — When 7.45 P. M. train from Dedham was leaving Clarendon Hills station for Boston, Wm. E. Hobby, seventeen years of age, attempted to jump on train for a short ride of a few feet. He fell under the train, had both feet crushed, rendering amputation of one necessary.

April 21. — John F. Hyde was hit by a train while switching in Stoughton depot, breaking an arm. He was an intruder, and had been warned to keep away.

May 19. — The Marquis De La Tourasse committed suicide on the 10.00 A.M. New York train, when near Canton junction. He dropped himself between the cars, and was cut to pieces. He was an eccentric and disreputable character, and in trouble on account of his daughter, who was on the train and fleeing from him.

May 19. — An unknown man, apparently about thirty years old, was found dead at Dunbar's Ledge, just north of Canton junction. He had either jumped from a train or been hit by one.

May 20. — A boy named John Kenney, five years of age, living at 23 Mindora street with his grandmother, was run over by 5.25 P. M. train from Boston, nearly opposite Roxbury station. Locomotive and three cars went over him, but he was only slightly injured.

May 23. — Michael Cannon, being somewhat intoxicated, was waiting at Mount Hope station to take train to Hyde Park. Was sitting on edge of platform under overhead bridge, asleep. Was hit on the head by locomotive, but not much hurt.

July 31. — When 12.45 P. M. train arrived at Dedham, near station, the locomotive and one car were derailed, on account of some defect in a switch. Fourteen persons claimed to have been injured, although but two or three of them assert any serious injury.

August 2. — The 11.30 P. M. train from Providence for North Attleborough ran over and killed Chas. Bushee, near the ice houses in Dodgeville. He was intoxicated and his garments saturated with whiskey. A Frenchman, thirty-one years of age, machinist in Dodgeville Mills.

August 8. — Mary Shannahan, aged eight years, living at No. 50 Weston Street, with a relative, Hannah Shannahan, while walking on the track near Base Ball grounds, was struck by 10.40 A. M. train from Boston and fatally injured.

August 11. — Patrick Cahill was instantly killed by 10.00 A. M. Shore Line train from Boston near freight house at Mansfield. He was working at the foundry; had been working for the R. R. Co. on track. He stepped in front of train, regardless of violent whistling. He was about twenty years of age, and had been in this country about two months.

September 5. — Patrick Brennan, a passenger on 2.40 P. M. train from Providence, jumped from the train near Clarendon Hills station while train was in full motion. He was somewhat cut and bruised, but not otherwise hurt.

September 7. — Wm. Anthony of Providence stole a ride on 11.00 A. M. freight train from Boston as far as Hyde Park. Was there ordered off. He managed to get in again, and when near Readville fell between the cars, was badly mangled, and lived but a short time.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	102,000 lbs.
Average weight of locomotives in working order, . . .	68,000 "
Maximum weight of tenders full of fuel and water, . . .	67,800 "
Average weight of tenders full of fuel and water, . . .	40,700 "
Maximum weight of passenger-cars, . . .	48,000 "
Average weight of passenger-cars, . . .	39,000 "
Average weight of mail and baggage cars, . . .	38,000 "
Average weight of 8-wheel box freight-cars, . . .	18,500 "
Average weight of 4-wheel box freight-cars, . . .	8,500 "
Average weight of 8-wheel platform-cars, . . .	14,550 "
Average weight of 4-wheel platform-cars, . . .	7,550 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 feet.
Total length of heaviest engine and tender over all, . . .	56 " 9 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company; 53.48 miles.	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Dedham,	4 Track Truss.	Iron.	104 feet.	May, 1887.
West Roxbury,	Stringer.	Iron.	22 "	Sept., "

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards* . . .	1
Aggregate length of same for single track (130 feet).	
Number of spans of stone bridges of 25 feet and upwards,* . . .	10
Aggregate length of same for double track (322 feet).	
Number of spans of iron bridges of 25 feet and upwards,* . . .	30
Aggregate length of same for single track (1,221 feet).	
Aggregate length of same for double track (260 feet).	
Aggregate length of same for triple track (360 feet).	
Aggregate length of same for quadruple track (528 feet).	
Number of crossings of highways at grade,*	52
Number of crossings of highways over railroad,	33
Number of crossings of highways under railroad,	6
Number of highway bridges 18 feet above track,	16
Number of highway bridges less than 18 feet above track, . . .	19
Height of lowest bridge above the rail,	14 ft., 1 in.
Number of crossings at which gates or flagmen are maintained,	39
Number of crossings at which electric signals are maintained,* . .	16
Number of crossings at which there are neither signals nor flagmen,*	13
Number of railroad-crossings at grade (specifying each):* . . .	1
Boston & Albany.	
Number of railroad-crossings under other railroads (specifying each):*	2
New York & New England at Readville.	
Providence & Worcester at Attleborough.	

* In Massachusetts, on miles road owned.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	1.934 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.090 "
Average rate of fare per mile for season-ticket passengers,	.918 "
Average rate of fare per mile received from all passengers,	1.853 "
Average rate of local freight per ton per mile,	3.545 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.332 "
Average rate of freight per ton per mile received from all freight,	2.925 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	2,419,349
Passengers from Boston (including season),	2,540,936
Season-ticket passengers to and from Boston,	418,164
CAPITAL STOCK.	
Capital stock authorized by charter,	\$4,000,000 00
Capital stock authorized by votes of company,	4,000,000 00
Capital stock issued (number of shares, 40,000); amount paid in,	\$4,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	4,000,000 00
Total number of stockholders,	1,484
Number of stockholders in Massachusetts,	1,182
Amount of stock held in Massachusetts,	\$3,381,800 00
DEBT.	
Funded debt as follows:—	
Bonds due July 1, 1893, rate of interest 7 per cent.,	\$500,000 00
Interest paid on same during year,	\$35,000 00
Notes payable,	760,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,260,000 00

NAME AND RESIDENCE OF OFFICERS.

Henry A. Whitney, *President*, Milton, Mass. Albert A. Folsom, *Superintendent*, Boston, Mass. William H. Morrell, *General Freight Agent*, Dedham, Mass. James Daily, *General Passenger Agent*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Winslow Warren, *Clerk of Corporation*, Dedham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Whitney, Milton, Mass. T. P. I. Goddard, Providence, R. I. Wm. R. Robeson, Lenox, Mass. Joseph W. Balch, Boston, Mass. Royal C. Taft, Providence, R. I. Robert H. Stevenson, Milton, Mass. Roger Wolcott, Boston, Mass.

PROPER ADDRESS OF THE COMPANY,
BOSTON & PROVIDENCE RAILROAD CORPORATION,
BOSTON, MASS.

HENRY A. WHITNEY,
T. P. I. GODDARD,
J. W. BALCH,
ROGER WOLCOTT,
Directors.
B. B. TORREY,
Treasurer.
ALBERT A. FOLSOM,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 8, 1887. Then personally appeared Henry A. Whitney, T. P. I. Goddard, J. W. Balch, Roger Wolcott, B. B. Torrey and Albert A. Folsom, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES DAILY,
Justice of the Peace.

REPORT

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.

Total income,		\$240,144 56
Total expense (including taxes),		153,852 95
Net income,		86,291 61
Interest accrued during year:		25,276 51
On funded debt,	\$21,000 00	
On other debt,	4,276 51	
Dividends declared (6½ per cent.),		39,000 00
Balance for the year (surplus),		22,015 10
Balance at commencement of year,	\$68,562 78	
Deduct: Worthless note receivable,	1,000 00	
Balance at commencement of year as so changed,		67,562 78
Balance Sept. 30, 1887 (surplus),		89,577 88

ANALYSIS OF EARNINGS.

From local passengers,		215,986 44
through passengers (to and from other roads),		4,492 50
TOTAL TRANSPORTATION EARNINGS,		220,478 94
Income from all other sources, viz.:		19,665 62
Miscellaneous,	\$12,254 53	
Rents,	7,411 09	
TOTAL INCOME FROM ALL SOURCES,		240,144 56

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,		\$7,759 80
Legal expenses,		517 40
Insurance,		900 00
Stationery and printing,		3,030 22
Outside agencies and advertising,		943 52
Contingencies and miscellaneous,		2,274 64
Repairs of bridges (including culverts and cattle-guards),		3,352 68
Repairs of buildings,		10,168 84
Repairs of fences, road-crossings and signs,		604 58
Renewal of ties,		1,302 31
[Number laid, 4,288.]		
Repairs of road-bed and track,		10,116 56
Repairs of locomotives,		6,893 31
Fuel for locomotives,		11,199 05
[Tons of coal, 5,653.]		
Water supply,		1,403 18
Oil and waste,		1,092 73
Locomotive service,		8,336 16
Repairs of passenger-cars,		4,724 28

Passenger-train service,	\$14,366 31
Passenger-train supplies,	1,973 44
Telegraph expenses,	1,153 07
Loss and damage, property and cattle,	479 26
Personal injuries,	3,149 00
Agents and station service,	19,487 74
Station supplies,	3,494 78
Ferry expenses,	22,288 00
TOTAL OPERATING EXPENSES,	141,010 86
Taxes,	12,842 09
TOTAL OPERATING EXPENSES AND TAXES,	153,852 95

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Land, land damages and fences,	\$20,399 20
Passenger and freight stations, wood-sheds, and water-stations,	6,000 00
TOTAL FOR CONSTRUCTION,	26,399 20
Locomotives (number, 2),	13,241 47
Passenger, mail and baggage cars (number, 6),	28,318 40
TOTAL FOR EQUIPMENT,	41,559 87
Other expenditures charged to property account:	
Stock in Boston, Winthrop & Shore R. R.	30,000 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	97,959 07
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Real estate,	\$21,102 00
Total credits to property accounts,	21,102 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	76,857 07

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$677,603 70	
Cost of equipment,	220,035 09	
Lands,	61,531 76	
Ferry property,	141,868 70	
Stock of Boston, Winthrop & Shore R. R.	80,000 00	
TOTAL PERMANENT INVESTMENTS,		\$1,131,099 25
Cash,	\$11,847 57	
Bills receivable,	600 00	
Materials and supplies,	14,629 25	
Debit balances,	286 50	
TOTAL CASH ASSETS,		27,363 32
TOTAL ASSETS,		\$1,158,462 57
LIABILITIES.		
Capital stock,	\$600,000 00	
Funded debt,	350,000 00	
Unfunded debt, viz.:		118,884 69
Interest unpaid,	\$570 00	
Dividends unpaid,	286 50	
Notes payable,	100,500 00	
Vouchers and accounts,	17,528 19	
Profit & Loss balance,		89,577 88
TOTAL LIABILITIES,		\$1,158,462 57

Present or Contingent Liabilities not included in the Balance Sheet.

Bonds guaranteed by this company or a lien on its road, viz. :
 \$250,000 Boston, Winthrop & Shore R. R. 1st mortgage 5 per cent. 20-year bonds, dated Sept. 1, 1886.

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	176,278
TOTAL REVENUE-TRAIN MILEAGE,	176,278
Switching-train mileage,	6,086
TOTAL TRAIN MILEAGE,	182,359
Number of season-ticket passengers,	401,280
Number of local passengers (including season),	2,081,178
Number of through passengers (to and from other roads),	49,295
TOTAL NUMBER OF PASSENGERS CARRIED,	2,130,473
Local passenger mileage (local passengers carried one mile),	11,202,440
Through passenger mileage (through passengers carried one mile),	152,814
TOTAL PASSENGER MILEAGE,	11,355,254
Average number of cars in passenger-trains,	332
Average number of persons employed,	125

DESCRIPTION OF ROAD.

Main line of road from East Boston to Lynn,	8.8 miles.
Main line of road in Massachusetts,	8.8 "
Double track on main line,	8.8 "
Same in Massachusetts,	8.8 "
Total road belonging to this company,	17.1 "
Sidings and other tracks not above enumerated,	2.5 "
Same in Massachusetts,	2.5 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	19.6 "
Same in Massachusetts,	19.6 "
Total length of steel rails in tracks, not including steel-top rails,	17.1 "
[Weights per yard, 50 pounds.]	
Total miles of road operated by this company,	8.8 "
Total miles of road operated by this company in Massachusetts,	8.8 "
Number of stations in Massachusetts on all roads operated by this company,	11
Number of telegraph offices in same,	8
Number of stations on all roads owned by this company,	11
Same in Massachusetts,	11

EQUIPMENT.

Number of locomotives,	9
Number of passenger-cars,	39
Number of freight-cars (basis of 8 wheels),	4
Number of other cars,	24

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	2	-	2	-	2
Others,	-	-	2	8	2	3	2	3

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

June 12. — William H. Osgood, while sitting on Wood Island bridge, was knocked off by passing train and escaped with broken ribs.

July 4. — G. E. Russell, an employee, while uncoupling cars, had his hand slightly injured.

July 31. — William P. Doherty, while attempting to cross track in front of train, was struck by locomotive and died same night. Skull fractured.

July 31. — George Doherty, brother of preceding, had leg broken, same cause.

August 21. — Edward Mills, while standing on rear platform of train, and leaning too far over, came in contact with rod on Saugus River bridge draw and was knocked into the river. Injuries not serious.

August 26. — Willard Cook, seven years old, ran on to track in front of locomotive and was instantly killed.

September 23. — A. Pirie, an employee, while getting off his engine, fell into turn-table pit and fractured ribs.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	34 tons.
Average weight of locomotives in working order, . . .	33 "
Maximum weight of passenger-cars, . . .	18 "
Average weight of passenger-cars, . . .	14 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	30 feet.
Total length of heaviest engine and tender over all, . . .	39 "
Number of miles of telegraph owned by company, . . .	3
What telegraph companies own a line on your right of way, and how many miles does each own? New England Telephone & Telegraph Company; 6.5 miles.	

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . .	5
Number of spans of timber bridges of 25 feet and upwards, . . .	1
Number of crossings of highways at grade, . . .	12
Number of crossings of highways over railroad, . . .	3
Number of highway bridges less than 18 feet above track, . . .	1
Height of lowest bridge above the rail, . . .	12 ft. 4 in.
Number of crossings at which gates or flagmen are maintained, . . .	7
Number of crossings at which there are neither signals nor flagmen, . . .	5

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	2.10 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	2.90 "
Average rate of fare per mile for season-ticket passengers, . . .	1 01 "
Average rate of fare per mile received from all passengers, . . .	1.54 "

RELATING TO PASSENGERS.

Passengers to Boston (including season), . . .	900,196
Passengers from Boston (including season), . . .	885,638
Season-ticket passengers to and from Boston, . . .	393,014

CAPITAL STOCK.	
Capital stock authorized by charter,	Unlimited.
Capital stock authorized by votes of company,	\$650,000 00
Capital stock issued number of shares, 6,000); amount paid in,	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	600,000 00
Total number of stockholders,	342
Number of stockholders in Massachusetts,	318
Amount of stock held in Massachusetts,	\$540,400 00
DEBT.	
Funded debt, as follows:—	
Mortgage bonds, due 1897, rate of interest 6 per cent.,	\$350,000 00
Interest paid on same during year,	\$21,000 00

NAME AND RESIDENCE OF OFFICERS.

Edwin Walden, *President*, Lynn, Mass. C. A. Hammond, *Superintendent*, Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Walden, Lynn, Mass. Amos F. Breed, Lynn, Mass. D. H. Sweetser, Lynn, Mass. Joseph W. Smith, Andover, Mass. L. S. Judd, Fairhaven, Mass. Matthew Bolles, Boston, Mass. Edw. Tyler, Boston, Mass. I. P. T. Edmands, Boston, Mass. Jesse Tirrell, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH AND LYNN RAILROAD COMPANY,
350 ATLANTIC AVENUE, BOSTON, MASS.

EDWIN WALDEN,
AMOS F. BREED,
MATTHEW BOLLES,
EDW. TYLER,
JOSEPH W. SMITH,
ISAAC P. T. EDMANDS,
JESSE TIRRELL,

Directors.

JOHN A. FENNO,

Treasurer.

CHAS. A. HAMMOND,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared John A. Fenno, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDW. TYLER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOEK, ss. BOSTON, Oct. 31, 1887. Then personally appeared Edwin Walden, Amos F. Breed, Matthew Bolles, Edw. Tyler, Joseph W. Smith, Isaac P. T. Edmands, Jesse Tirrell and Chas. A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed. according to their best knowledge and belief.

JOHN A. FENNO,

Justice of the Peace.

REPORT

OF THE

BOSTON, WINTHROP & SHORE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$23,436 15
Total expense (including taxes),	13,740 10
Net income,	9,696 05
Interest accrued during the year:	10,257 41
On funded debt, \$10,257 41	
Balance for the year (deficit),	561 36
Balance at commencement of year, 772 10	
Add:—	
Premiums on bonds sold 5,060 00	
Old accounts settled, 45 00	
Deduct:—	
Worthless accounts, 761 25	
Balance at commencement of year as so changed,	5,115 85
Balance Sept. 30, 1887 (surplus),	4,554 49
ANALYSIS OF EARNINGS.	
From local passengers,	\$18,324 70
through passengers (to and from other roads),	4,288 45
TOTAL TRANSPORTATION EARNINGS,	22,613 15
Income from all other sources, viz.:	823 00
Miscellaneous receipts, \$650 50	
Rents, 172 50	
TOTAL INCOME FROM ALL SOURCES,	23,436 15
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,191 60
Stationery and printing,	361 25
Outside agencies and advertising,	33 05
Contingencies and miscellaneous,	320 83
Repairs of bridges (including culverts and cattle-guards),	14 30
Repairs of buildings,	105 28
Repairs of road-bed and track,	1,712 51
Repairs of locomotives,	686 26
Fuel for locomotives,	2,254 16
[Tons of coal, 696]	
Water supply,	100 00
Oil and waste,	238 34
Locomotive service,	2,350 76
Repairs of passenger-cars,	130 69
Passenger-train service,	1,888 90
Passenger-train supplies,	648 88

Personal injuries,	\$100 00
Agents and station service,	1,338 82
TOTAL OPERATING EXPENSES,	13,475 63
Taxes,	264 47
TOTAL OPERATING EXPENSES AND TAXES,	13,740 10
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$22,854 29
Bridging,	2,281 68
Superstructure, including rails,	1,400 00
Land, land damages and fences,	30,862 00
Engineering, agencies, salaries, and other expenses during construction,	2,943 21
TOTAL FOR CONSTRUCTION,	60,341 18
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Real estate,	\$22,000 00
Total credits to property accounts,	22,000 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	38,341 18

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$403,259 55	
Cost of equipment,	6,500 00	
Lands in Revere and Winthrop,	94,100 00	
TOTAL PERMANENT INVESTMENTS,	\$503,859 55	
Cash,	\$1,418 19	
Bills receivable,	35,000 00	
Materials and supplies,	1,351 84	
Debit balances,	3,774 00	
TOTAL CASH ASSETS,	41,543 94	
TOTAL ASSETS,	\$545,403 49	
LIABILITIES.		
Capital stock,	\$289,600 00	
Funded debt,	246,000 00	
Unfunded debt, viz.:	5,249 00	
Interest unpaid,	\$1,475 00	
Vouchers and accounts,	3,774 00	
Profit & Loss balance,	4,554 49	
TOTAL LIABILITIES,	\$545,403 49	
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Other liabilities:		
Unsettled land claims,	\$4,000 00	
TOTAL (not included in Balance Sheet),	\$4,000 00	

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	44,400
TOTAL REVENUE TRAIN MILEAGE,	44,400
Switching-train mileage,	2,100
TOTAL TRAIN MILEAGE,	46,500
Number of season-ticket passengers,	33,384
Number of local passengers (including season),	282,523
Number of through passengers (to and from other roads),	49,295
TOTAL NUMBER OF PASSENGERS CARRIED,	331,818
Local passenger mileage (local passengers carried one mile),	66,913
Through passenger mileage (through passengers carried one mile),	635,676
TOTAL PASSENGER MILEAGE,	702,589
Average weight of passenger-trains (exclusive of passengers),	40 tons.
Average number of cars in passenger trains,	1.52
Average number of persons employed,	10
DESCRIPTION OF ROAD.	
Main line of road from Point of Pines to Point Shirley,	6.41 miles.
Main line of road in Massachusetts,	6.41 "
Branches owned by company, viz.:	
Ocean Spray to Winthrop Junction (single track),	1.78 "
Crescent Beach to Revere Junction (single track), . . . . .	.46 "
Bartlett Park to Branch Junction (single track), . . . . .	.86 "
Total length of branches owned by company,	3.10 "
Total length of branches owned by company in Massachusetts,	3.10 "
Total road belonging to this company,	9.51 "
Sidings and other tracks not above enumerated, . . . . .	.99 "
Same in Massachusetts, . . . . .	.99 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	10.50 "
Same in Massachusetts,	10.50 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	.90 "
[Weight per yard, 50 pounds.]	
Total miles of road operated by this company,	9.51 "
Total miles of road operated by this company in Massachusetts,	9.51 "
Number of stations in Massachusetts on all roads operated by this company,	7
Number of telegraph offices in same,	1
EQUIPMENT.	
Number of locomotives,	1
Number of passenger-cars,	3
GENERAL INFORMATION.	
Maximum weight of locomotives in working order,	18 tons.
Average weight of locomotives in working order,	18 "
Maximum weight of tenders full of fuel and water (water tank on top of boiler),	
Maximum weight of passenger-cars,	11 "
Average weight of passenger-cars,	11 "
If the road was first opened for operation during the past year, state the date? Winthrop Branch, opened June 21.	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Belle Isle Inlet,	Pile.	Oak Piles, Hard Pine Su- perstructure.	200 feet.	Dec., 1886.

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	3
Number of crossings of highways at grade,	10
Number of highway bridges less than 18 feet above track,	2
Height of lowest bridge above the rail,	13 feet.
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither signals nor flagmen,	7
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.92 cents.
Average rate of fare per mile received from passengers to and from other roads,	3.92 "
Average rate of fare per mile received from all passengers,	2.60 "
CAPITAL STOCK.	
Capital stock authorized by votes of company, \$325,000 00	
Capital stock issued (number of shares, 2,896); amount paid in,	\$289,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	289,600 00
Total number of stockholders,	53
Number of stockholders in Massachusetts,	52
Amount of stock held in Massachusetts,	\$282,100 00
DEBT.	
Funded debt, as follows:—	
Mortgage bonds due 1906, rate of interest 5 per cent.,	\$246,000 00
Interest paid on same during year,	\$10,257 41

NAME AND RESIDENCE OF OFFICERS.

Edwin Walden, *President*, Lynn, Mass. C. A. Hammond, *Superintendent*, Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Walden, Lynn, Mass. Amos F. Breed, Lynn, Mass. D. H. Sweetser, Lynn, Mass. Joseph W. Smith, Andover, Mass. L. S. Judd, Fairhaven, Mass. Matthew Bolles, Boston, Mass. Edw. Tyler, Boston, Mass. I. P. T. Edmands, Boston, Mass. Jesse Tirrell, Boston, Mass. A. D. McClellan, Boston, Mass.

PROPER ADDRESS OF THE COMPANY,
BOSTON, WINTHROP & SHORE RAILROAD COMPANY,
350 ATLANTIC AVENUE, BOSTON, MASS.

EDWIN WALDEN,
AMOS F. BREED,
MATTHEW BOLLES,
EDW. TYLER,
JOSEPH W. SMITH,
ISAAC P. T. EDMANDS,
JESSE TIRRELL,
Directors.
JOHN A. FENNO,
Treasurer.
CHAS. A. HAMMOND,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared Edwin Walden, Amos F. Breed, Matthew Bolles, Edw. Tyler, Joseph W. Smith, Isaac P. T. Edmands, Jesse Tirrell and Chas. A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN A. FENNO,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared John A. Fenno, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDW. TYLER,

Justice of the Peace.

DESCRIPTION OF ROAD.

Main line of road from North Cambridge Junction to Ware,	70.2 miles.
Main line of road in Massachusetts,	70.2 "
Track laid, if road is not completed (Ware to Northampton),	29.2 "
Sidings and other tracks not above enumerated (North Cambridge Junction to Ware),	12.0 "
Same in Massachusetts,	12.0 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	82.2 "
Same in Massachusetts,	82.2 "
Total length of steel rails in tracks, not including steel-top rails,	82.2 "
[Weights per yard, 60 pounds.]	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
1st crossing, Ware River,	Through Lattice.	Iron.	89 feet.	1887.
2d " " "	Through Lattice.	"	110 "	1887.
Over Ware River R. R.,	Pony Truss.	"	73 "	1887.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,	12
Aggregate length of same for single track (2,525 feet).	
Number of spans of iron bridges of 25 feet and upwards,	26
Aggregate length of same for single track (1,846.5 feet).	
Number of spans of timber bridges of 25 feet and upwards,	5
Aggregate length of same for single track (200 feet).	
Number of crossings of highways at grade,	67
Number of crossings of highways over railroad,	13
Number of crossings of highways under railroad,	10
Number of highway bridges 18 feet above track,	12
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	15
Number of crossings at which gates or flagmen are maintained,	19
Number of crossings at which there are neither signals nor flagmen,	48
Number of railroad-crossings over other railroads (specifying each):	5
Over siding Fitchburg Railroad, Cambridge.	
Over main line Fitchburg Railroad, Cambridge.	
Over Marlborough Branch Fitchburg Railroad, Hudson.	
Over Old Colony Railroad, West Berlin.	
Over Ware River Railroad, Hardwick.	

CAPITAL STOCK.

Capital stock authorized by charter:	{ Preferred, \$3,951,544 00 Common, 3,500,000 00	\$7,451,544 00
Capital stock authorized by votes of company:	{ Preferred, \$3,951,544 00 Common, 3,500,000 00	
Capital stock issued (number of shares: Preferred, 38,902; common, 33,939): amount paid in,		7,284,100 00
Capital stock paid in on shares not issued (scrip),		29,224 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		7,313,324 00
Total number of stockholders:	{ Preferred, . . . 702 Common, . . . 809	

Number of stockholders in Massachusetts :	{ Preferred, . 601	
	{ Common, . 713	
Amount of stock held in Massachusetts :	{ Preferred, . \$3,204,500 00	
	{ Common, . 3,055,800 00	

DEBT.

Funded debt, as follows :—

Bonds due Oct. 1, 1906, rate of interest 5 per cent., . . .	\$2,000,000 00
Interest paid on same during year, . . . \$50,000 00	

NAME AND RESIDENCE OF OFFICERS.

Samuel N. Aldrich, *President*, Marlborough, Mass. George F. Seymour,
Treasurer and Clerk of Corporation, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel N. Aldrich, Marlborough, Mass. Thomas H. Perkins, Boston,
 Mass. Henry Woods, Boston, Mass. Lyman Hollingsworth, Cohasset, Mass.
 J. Edwin Smith, Worcester, Mass. William T. Parker, Boston, Mass.
 Moses W. Richardson, Boston, Mass. Elisha S. Converse, Malden, Mass.
 Charles E. Sweet, Newton, Mass. William M. Gaylord, Northampton, Mass.
 Henry F. Hills, Amherst, Mass. Charles P. Darling, Newton, Mass.

PROPER ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,
 BOSTON, MASS.

S. N. ALDRICH,
 HENRY WOODS,
 WILLIAM T. PARKER,
 CHARLES P. DARLING,
 CHARLES E. SWEET,
 THOS. H. PERKINS,
 MOSES W. RICHARDSON,
Directors.
 GEO. F. SEYMOUR,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 15 and 16, 1887. Then personally appeared
 S. N. Aldrich, Henry Woods, William T. Parker, Charles P. Darling, Charles
 E. Sweet, Thomas H. Perkins, Moses W. Richardson and George F. Seymour,
 and severally made oath to the truth of the foregoing statement by them
 subscribed, according to their best knowledge and belief.

EDWIN G. MCINNES,
Justice of the Peace.

REPORT

OF THE

CHATHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[In process of construction.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$20,579 91
Superstructure, including rails,	30,934 30
Land, land damages, and fences,	4,890 20
Engineering, agencies, salaries, and other expenses during construction,	5,520 16
TOTAL FOR CONSTRUCTION,	\$61,924 57
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$61,924 57
Cash,	4,270 43
TOTAL ASSETS,	\$66,195 00
LIABILITIES.	
Capital stock,	\$66,195 00
TOTAL LIABILITIES,	\$66,195 00
DESCRIPTION OF ROAD.	
Main line of road from Harwich to Chatham,	7 miles.
Main line of road in Massachusetts,	7 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$85,000 00
Capital stock authorized by votes of company,	85,000 00
Capital stock paid in on shares not issued (number shares, 680),	\$66,195 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	66,195 00
Total number of stockholders,	111
Number of stockholders in Massachusetts,	104
Amount of stock held in Massachusetts,	\$58,795 00

NAME AND RESIDENCE OF OFFICERS.

Marcellus Eldredge, *President*, Portsmouth, N. H. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Marcellus Eldredge, Portsmouth, N. H. Osborn Nickerson, Chathamport, Mass. Collins Howes, Chatham, Mass. Alvin Z. Atkins, North Chatham, Mass. Charles Bassett, South Chatham, Mass.

PROPER ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,
CHATHAM, MASS.

MARCELLUS ELDREDGE,
OSBORN NICKERSON,
COLLINS HOWES,
ALVIN Z. ATKINS,
CHAS. BASSETT,

Directors.

CHAS. BASSETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, SS. Oct. 19, 1887. Then personally appeared Osborn Nickerson, Collins Howes, Alvin Z. Atkins and Charles Bassett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WARREN ROGERS,

Notary Public.

REPORT OF THE CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$670,829 95
Total expense (including taxes),	451,339 97
Net income,	219,489 98
Rentals:	51,000 00
Vt. and Mass. Div. Fitchburg Railroad,	\$51,000 00
Interest accrued during year:	48,000 00
On funded debt,	\$48,000 00
Dividends declared (6 per cent.),	126,000 00
Balance for the year (deficit),	5,510 02
Balance at commencement of year,	95,301 77
Balance Sept. 30, 1887 (surplus),	89,791 75
ANALYSIS OF EARNINGS.	
From local passengers,	\$50,149 69
through passengers (to and from other roads),	125,292 20
express and extra baggage,	7,500 00
mails,	11,875 08
other sources, passenger department,	7,500 00
Total earnings from passenger department,	202,316 97
From local freight,	28,824 55
through freight (to and from other roads),	413,587 07
Total earnings from freight department,	442,411 62
TOTAL TRANSPORTATION EARNINGS,	644,728 59
Income from all other sources, viz.:	26,101 36
Rents of land, buildings, shop work, etc.,	\$11,889 81
Balance interest,	14,211 55
TOTAL INCOME FROM ALL SOURCES,	670,829 95
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$15,460 12
Legal expenses,	374 01
Insurance,	2,015 12
Stationery and printing,	2,416 49
Outside agencies and advertising,	3,868 13
Contingencies and miscellaneous,	2,238 86
Repairs of bridges (including culverts and cattle-guards),	9,894 45
Repairs of buildings,	5,852 15
Repairs of fences, road-crossings and signs,	1,630 10
Renewal of rails,	3,408 18
[Number tons steel laid, 107½.]	
Renewal of ties,	6,527 05
[Number laid, 20,964.]	
Repairs of road-bed and track,	31,417 98
Repairs of locomotives,	33,570 84

Fuel for locomotives,	\$102,927 99
[Tons of coal, 23,207; cords of wood, 487.]	
Water supply,	753 80
Oil and waste,	6,950 48
Locomotive service,	40,815 65
Repairs of passenger-cars,	17,452 32
Passenger-train service,	10,662 82
Passenger-train supplies,	1,394 34
Mileage passenger-cars,	1,864 96
Repairs of freight-cars,	23,889 73
Freight-train service,	32,580 32
Freight-train supplies,	1,584 11
Mileage freight-cars,	24,701 32
Telegraph expenses,	4,066 76
Loss and damage, freight and baggage,	142 56
Loss and damage, property and cattle,	35 00
Personal injuries,	934 87
Agents and station service,	31,352 59
Station supplies,	4,491 24
TOTAL OPERATING EXPENSES,	\$425,274 39
Taxes,	26,065 58
TOTAL OPERATING EXPENSES AND TAXES,	\$451,339 97

Balance Sheet Sept. 30, 1887.

ASSETS.	
Cost of road,	\$2,395,268 94
Cost of equipment,	322,266 32
TOTAL PERMANENT INVESTMENTS,	\$2,717,535 26
Cash,	\$32,086 15
Bills receivable,	223,284 06
Due from agents and companies,	48,957 83
Materials and supplies,	117,644 49
TOTAL CASH ASSETS,	421,972 53
TOTAL ASSETS,	\$3,139,507 79
LIABILITIES.	
Capital stock,	\$2,153,300 00
Funded debt,	800,000 00
Unfunded debt, viz.:	96,416 04
Interest unpaid,	\$25,035 00
Dividends unpaid,	375 00
Notes payable,	71,000 00
Vouchers and accounts,	6 04
Profit & Loss balance,	89,791 75
TOTAL LIABILITIES,	\$3,139,507 79
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	169,353
Freight-train mileage,	420,499
TOTAL REVENUE-TRAIN MILEAGE,	589,852

Switching-train mileage,	68,131
Other train mileage,	16,471
TOTAL TRAIN MILEAGE,	669,454
Number of season-ticket passengers,	6,138
Number of local passengers (including season),	93,454
Number of through passengers (to and from other roads),	99,186
TOTAL NUMBER OF PASSENGERS CARRIED,	192,640
Local passenger mileage (local passengers carried one mile),	1,644,313
Through passenger mileage (through passengers carried one mile),	4,043,101
TOTAL PASSENGER MILEAGE,	5,687,414
Number tons local freight,	86,241
Number tons through freight (to and from other roads),	664,988
TOTAL NUMBER TONS FREIGHT CARRIED,	701,229
Local freight mileage (tons local freight carried one mile),	966,289
Through freight mileage (tons through freight carried one mile),	37,739,701
TOTAL FREIGHT MILEAGE,	38,705,990
Average weight of passenger-trains (exclusive of passengers),	95 tons.
Average number of cars in passenger-trains,	5
Average weight of freight-trains (exclusive of freight),	350 tons.
Average number of cars in freight-train,	30
Average number of persons employed,	391

DESCRIPTION OF ROAD.

Main line of road from Bellows Falls, Vt., to Ashburnham Junction, Mass.,	53.62 miles.
Main line of road in Massachusetts,	10.81 "
Main line of road in New Hampshire,	42.81 "
Total road belonging to this company,	53.62 "
Sidings and other tracks not above enumerated,	17.29 "
Same in Massachusetts,	3.17 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, Same in Massachusetts,	70.91 "
Total length of steel rails in tracks, not including steel-top rails,	13.98 "
	53.62 "

[Weights per yard, 60 to 72 pounds.]

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Monadnock Railroad, length,	15.82 miles.
Vt. and Mass. Div. Fitchburg Railroad, length,	10.39 "
Total length of above roads,	26.21 "
Total length of above roads in Massachusetts,	12.46 "
Total length of above roads in other States (specifying each):—	
In New Hampshire,	13.75 "
Total miles of road operated by this company (not including Monadnock R. R.),	64.01 "
Total miles of road operated by this company in Massachusetts,	21.20 "
Number of stations in Massachusetts on all roads operated by this company,	7
Number of telegraph-offices in same,	7
Number of stations on all roads owned by this company,	16
Same in Massachusetts,	3

EQUIPMENT.

Number of locomotives,	30
Number of passenger-cars,	26
Number of baggage, mail and express cars,	11
Number of freight cars (basis of 8 wheels),	453
Number of other cars,	32

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.	-	-	-	-	-	-	-	-
Employees.	-	-	2	1	2	1	3	1
Others.	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

November 17, 1886. — A freight train broke apart and collided at Winchendon, killing William Higgins, and injuring George Sheldon, not seriously.

February 27, 1887. — At Ashburnham Junction B. P. Sumner, in switching freight train, was run over and killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	48 tons.
Average weight of locomotives in working order, . . .	34 "
Maximum weight of tenders full of fuel and water, . . .	25 "
Average weight of tenders full of fuel and water, . . .	19 "
Maximum weight of passenger-cars, . . .	20 "
Average weight of passenger-cars, . . .	18 "
Average weight of mail and baggage cars, . . .	13½ "
Average weight of 8-wheel box freight-cars, . . .	9½ "
Average weight of 8-wheel platform-cars, . . .	7½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46½ feet.
Total length of heaviest engine and tender over all, . . .	55 "
What telegraph companies own a line on your right-of-way, and how many miles does each own? Western Union — whole road; 53.62 miles.	
Number of miles of road operated by your company not furnished with telegraph facilities:—	
From Peterborough, N. H., to Winchendon, Mass. (number of miles, 15 82).	
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings; ¼ cent per ton per mile; 22,475 tons; \$4,525.62.	

BRIDGES.

Number of spans of timber bridges of 25 feet and upwards,* .	5
Aggregate length of same for single track (291 feet).	
Number of crossings of highways at grade,* . . .	9
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . .	8
Number of railroad-crossings at grade (specifying each):* . . . Ware River.	1

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	3.5 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	3.1 "

* In Massachusetts, on miles road owned.

Rate of fare on mileage tickets (1,000 miles),	2.0	cents.
Average rate of fare per mile for season-ticket passengers, . .	1.6	"
Average rate of fare per mile received from all passengers, . .	3.1	"
Average rate of local freight per ton per mile,	5.0	"
Average rate of freight per ton per mile received from freight to and from other roads,	1.96	"
Average rate of freight per ton per mile received from all freight,	1.143	"

CAPITAL STOCK.

Capital stock authorized by charter,	\$2,250,000 00
Capital stock authorized by votes of company,	2,153,300 00
Capital stock issued (number of shares, 21,533); amount paid in,	\$2,153,300 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,153,300 00
Total number of stockholders,	459
Number of stockholders in Massachusetts,	372
Amount of stock held in Massachusetts,	\$1,618,100 00

DEBT.

Funded debt, as follows:—	
Bonds due July 1, 1896, rate of interest 6 per cent.,	\$250,000 00
Interest paid on same during year,	\$15,000 00
Bonds due July 1, 1898, rate of interest 6 per cent.,	550,000 00
Interest paid on same during year,	\$33,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$800,000 00

NAME AND RESIDENCE OF OFFICERS.

William A. Russell, *President*, Lawrence, Mass. Edward C. Thayer, *Vice-President*, Keene, N. H. R. Stewart, *General Manager and Auditor*, Keene, N. H. J. W. Dodge, *General Freight Agent*, Keene, N. H. F. H. Kingsbury, *General Passenger Agent and Treasurer*, Keene, N. H. R. Stewart, *Clerk of Corporation*, Keene, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Russell, Lawrence, Mass. Edward C. Thayer, Keene, N. H. George W. Russell, Lawrence, Mass. A. B. Turner, Ashuelot, N. H. R. M. Pulsifer, Boston, Mass. William H. Hill, Jr., Boston, Mass. H. W. Suter, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

CHESHIRE RAILROAD COMPANY,
KEENE, N. H.

WM. A. RUSSELL,
EDWARD C. THAYER,
HALES W. SUTER,
WILLIAM H. HILL, JR.,
ROYAL M. PULSIFER,
Directors.
F. H. KINGSBURY,
Treasurer.
R. STEWART,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1887. Then personally appeared William A. Russell, Edward C. Thayer, Hales W. Suter, William H. Hill, Jr., F. H. Kingsbury and R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2d,

Justice of the Peace.

REPORT

OF THE

CHELSEA BEACH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is virtually owned by the Eastern Railroad Company, and its operations are included in the return of the Boston & Maine Railroad.]

Balance Sheet, Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$38,310 52
TOTAL ASSETS,	\$38,310 52
LIABILITIES.	
Capital stock,	\$21,000 00
Unfunded debt, viz. :	17,310 52
Vouchers and accounts, \$17,310 52	
TOTAL LIABILITIES,	\$38,310 52
DESCRIPTION OF ROAD.	
Main line of road from Oak Island to Saugus River Junction,	1.78 miles.
Main line of road in Massachusetts,	1.78 "
Total road belonging to this company,	1.78 "
Sidings and other tracks not above enumerated, . . . . .	.54 "
Same in Massachusetts, . . . . .	.54 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.32 "
Same in Massachusetts,	2.32 "
Total length of steel rails in tracks, not including steel-top rails, . . . . .	.47 "
[Weights per yard, 58 pounds.]	
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Pine River,	Wooden.	Oak Piles and Hard Pine.	500 feet.	-
Pine Creek,	"	Oak Piles and Hard Pine.	62 "	-

BRIDGES.		
Number of trestle bridges of 25 feet length and upwards,		2
Aggregate length of same for single track (562 feet).		
Number of spans of timber bridges of 25 feet and upwards,		1
Aggregate length of same for single track (27 feet).		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$10,000 00	
Capital stock authorized by votes of company,	21,000 00	
Capital stock issued (number of shares, 210); amount paid in,		\$21,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		21,000 00
Total number of stockholders,	1	
Number of stockholders in Massachusetts,	1	
Amount of stock held in Massachusetts,	\$21,000 00	

NAME AND RESIDENCE OF OFFICERS.

Walter Hunnewell, *President*, Wellesley, Mass. Edward Lesley, *Auditor*, Newburyport, Mass. N. G. Chapin, *Treasurer*, Brookline Mass. F. L. Amory, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Walter Hunnewell, Wellesley, Mass. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, N. H. Arthur Sewall, Bath, Me. Nathaniel J. Bradlee, Boston, Mass. Samuel C. Cobb, Boston, Mass. William Simes, Boston, Mass. George Heywood, Concord, Mass. S. Endicott Peabody, Salem, Mass.

PROPER ADDRESS OF THE COMPANY.

CHELSEA BEACH RAILROAD COMPANY,

N. G. CHAPIN, *Treasurer*,

BOSTON, MASS.

WALTER HUNNEWELL,
SAMUEL C. LAWRENCE,
WILLIAM SIMES,
NATH. J. BRADLEE,
SAM'L C. COBB,

Directors.

N. G. CHAPIN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 21, 1887. Then personally appeared Messrs. Walter Hunnewell, Samuel C. Lawrence, William Simes, Nathaniel J. Bradlee and Samuel C. Cobb, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

N. G. CHAPIN,

Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$973,207 32
Total expense (including taxes),	710,434 77
Net income,	262,772 55
Rentals:	23,927 88
Ashuelot Railroad Company,	\$20,030 04
Troy & Greenfield Railroad Company,	564 02
Boston & Albany Railroad Company,	3,333 32
Interest accrued during year:	19,245 17
On other debt,	19,245 17
Dividends declared (8 per cent.),	189,600 00
Balance for the year (surplus),	30,000 00
Balance at commencement of year,	\$958,374 61
Deduct: Sundry vouchers,	387 69
Balance at commencement of year as so changed,	957,986 92
Balance Sept. 30, 1887 (surplus),	987,986 92
ANALYSIS OF EARNINGS.	
From local passengers,	\$289,183 87
through passengers (to and from other roads),	124,192 94
express,	18,500 00
mails,	11,712 06
Total earnings from passenger department,	443,588 37
From local freight,	163,454 63
through freight (to and from other roads),	332,698 53
Total earnings from freight department,	496,153 16
TOTAL TRANSPORTATION EARNINGS,	939,741 53
Income from all other sources, viz.:	33,465 79
Rents,	\$7,139 82
Rent of equipment,	9,461 44
Interest,	16,865 03
TOTAL INCOME FROM ALL SOURCES,	\$973,207 32
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$29,866 32
Legal expenses,	1,014 05
Insurance,	2,638 40
Stationery and printing,	8,080 99
Outside agencies and advertising,	1,726 61
Contingencies and miscellaneous,	3,707 63
Repairs of bridges (including culverts and cattle-guards),	94,354 12
Repairs of buildings,	51,884 84
Repairs of fences, road-crossings and signs,	1,995 58
Renewal of rails,	9,747 99
[Number tons steel laid, 519,115.]	

Renewal of ties,	\$20,610 97
[Number laid, 49,865.]	
Repairs of road-bed and track,	140,854 11
Repairs of locomotives,	23,452 32
Fuel for locomotives,	70,101 64
[Tons of coal, 14,780; cords of wood, 843.]	
Water supply,	2,650 61
Oil and waste,	3,981 62
Locomotive service,	42,328 45
Repairs of passenger-cars,	19,351 68
Passenger-train service,	25,319 04
Passenger-train supplies,	1,210 42
Repairs of freight-cars,	29,048 03
Freight-train service,	23,797 93
Freight-train supplies,	925 26
Telegraph expenses,	1,260 61
Loss and damage, freight and baggage,	2,451 37
Loss and damage, property and cattle,	511 57
Personal injuries,	4,790 75
Agents and station service,	78,241 66
Station supplies,	2,880 00
TOTAL OPERATING EXPENSES,*	\$638,784 57
Taxes,	71,650 20
TOTAL OPERATING EXPENSES AND TAXES,	\$710,434 77
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Bridging,	\$1,159 67
Land, land damages, and fences,	772 96
TOTAL FOR CONSTRUCTION,	1,932 63
Locomotives (number, 2),	15,050 00
Passenger, mail, and baggage-cars (number, 2),	6,020 84
Freight and other cars (number, 25),	11,668 75
TOTAL FOR EQUIPMENT,	32,739 59
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$34,672 22
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
From number 4,	\$53,236 80
From number 5,	25,000 00
From number 11,	3,000 00
From number 13,	3,500 00
Total credits to property accounts,	84,736 80
NET REDUCTION FROM PROPERTY ACCOUNT FOR THE YEAR,	50,064 58

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$2,864,792 89	
Cost of equipment,	436,681 14	
Stock of Vermont Valley R. R. Co. of 1871,	99,610 00	
TOTAL PERMANENT INVESTMENTS,		\$3,401,084 03
Cash,	\$24,238 02	
Bills receivable,	71,387 26	

* This includes the sum of \$78,236.80 transferred from construction accounts to operating expenses, and the sum of \$33,759.88 expended on Ashuelot bridges and new freight cars.

Due from agents and companies,	\$486,988 80	
Materials and supplies,	100,856 63	
Debit balances,	18,038 93	
TOTAL CASH ASSETS,		\$701,454 64
TOTAL ASSETS,		\$4,102,538 67
LIABILITIES.		
Capital stock,		\$2,370,000 00
Unfunded debt, viz.:		744,551 75
Dividends unpaid,	48,712 00	
Notes payable,	450,000 00	
Vouchers and accounts,	245,839 75	
Profit and Loss balance,		987,986 92
TOTAL LIABILITIES,		\$4,102,538 67

Present or Contingent Liabilities not included in the Balance Sheet.

Bonds guaranteed by this company or a lien on its road,
viz.:—
Interest guaranteed on \$80,000 of stock of the Vermont
Valley Railroad Company of 1871.

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		340,077
Freight-train mileage,		151,387
TOTAL REVENUE-TRAIN MILEAGE,		491,464
Switching-train mileage,		113,051
Other train mileage,		21,936
TOTAL TRAIN MILEAGE,		626,451
Number of season-ticket passengers,		355,526
Number of local passengers (including season),		1,498,648
Number of through passengers (to and from other roads),		183,174
TOTAL NUMBER OF PASSENGERS CARRIED,		1,681,822
Local passenger mileage (local passengers carried one mile),		12,439,450
Through passenger mileage (through passengers carried one mile),		4,651,326
TOTAL PASSENGER MILEAGE,		17,090,776
Number tons local freight,		246,117
Number tons through freight (to and from other roads),		480,046
TOTAL NUMBER TONS FREIGHT CARRIED,		726,163
Local freight mileage (tons local freight carried one mile),		4,033,423
Through freight mileage (tons through freight carried one mile),		12,975,600
TOTAL FREIGHT MILEAGE,		17,009,023
Average weight of passenger-trains (exclusive of passengers),		184,000 lbs.
Average number of cars in passenger-trains,		4
Average weight of freight-trains (exclusive of freight),		650,000 lbs.
Average number of cars in freight-train,		35
Average number of persons employed,		590

DESCRIPTION OF ROAD.

Main line of road from Springfield, Mass., to So. Vernon, N. H.,	50.00 miles.
Main line of road in Massachusetts,	50.00 "
Double track on main line,	36.00 "
Same in Massachusetts,	36.00 "

Branches owned by company, viz. :—

Chicopee to Chicopee Falls (single track),	2.35 miles.
Mount Tom to Easthampton (single track),	3.50 "
Total length of branches owned by company,	5.85 "
Total length of branches owned by company in Massachusetts,	5.85 "
Total road belonging to this company,	55.85 "
Sidings and other tracks not above enumerated,	41.92 "
Same in Massachusetts,	41.92 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	133.77 "
Same in Massachusetts,	133.77 "
Total length of steel rails in tracks, not including steel-top rails,	124 53 "
[Weights per yard, 56 and 66 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Ashuelot Railroad, length,	24.00 miles.
Total length of above road,	24.00 "
Total length of above road in Massachusetts, . . . . .	.0757+ "
Total length of above road in other States (specifying each):	23.9242+ "
Vermont, length,	0.71 "
New Hampshire, length,	23.9242 "
Total miles of road operated by this company,	79.85 "
Total miles of road operated by this company in Massachusetts,	55.9257+ "
Number of stations in Massachusetts on all roads operated by this company,	19
Number of telegraph-offices in same,	11
Number of stations on all roads owned by this company,	20
Same in Massachusetts,	19

EQUIPMENT.

Number of locomotives (including 10 leased under contract of sale to the Vermont Valley Railroad Co. of 1871),	43
Number of passenger-cars,	33
Number of baggage-cars,	4
Number of combination-cars,	15
Number of freight-cars (basis of 8 wheels),	511
Number of other cars,	47

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-	1	-
Employees,	-	1	1	1	1	2	1	2
Others,	-	-	5	-	5	-	5	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 1, 1886. — W. S. Upton, brakeman, had two fingers crushed while coupling cars at South Vernon. The fingers were afterwards amputated.

October 20. — Charles Pelton of Chicopee, Mass., 30 years of age, brakeman on freight train No. 21, fell from the top of car while switching at Mount Tom station and was run over, one leg and one arm being cut off,

besides other injuries. He died at the Dickinson Hospital in Northampton at 1.30 P. M. the same day.

October 23.—Mrs. Mary Dunn, 45 years of age, while lying upon the track about half-way between the Mount Tom and Northampton stations, was struck by train No. 35 and instantly killed at 11.40 P. M. There were reasonable suspicions that she had been killed and placed upon the track in advance of the train.

April 16, 1887.—Patrick Reynolds, a tramp, got upon train No. 24 at the Holyoke station, and after the train had run a short distance, Reynolds, in attempting to jump from the train, fell under it and was severely injured, and died April 19. He was partially intoxicated at the time of the accident.

April 20—The body of William S. Haley of Amherst was found upon our track in "Jones Cut," near Holyoke. Apparently, he had been dead some hours when discovered by the engineer of train No. 33. The cause of his death is unknown, and there was no evidence of any collision with the trains of our road, excepting such as arises from the place in which the body was found.

May 7.—James S. Lee of Holyoke, while attempting to go in front of a switch train which was being backed on the South Holyoke branch track, was caught in a narrow space between the train and W. N. Potter's storehouse platform, receiving internal injuries from which he died on the following day.

May 21.—Hans Hamilton, a passenger from Holyoke to Chicopee on train No. 36, fell asleep and was carried past Chicopee. On awaking about a half mile south of Chicopee, he jumped from the train, was injured and died May 25.

June 6.—Frederick Dunbar of Holyoke, a child three years of age, was playing under the cars standing on Race Street in Holyoke. This train was near his father's house, and the child was allowed to play in the street and about the cars unattended. Another train was attached to this train, and it was moved, killing the child instantly. Of course no one knew at the time that the child was under the train.

August 29.—Eli Roberts, brakeman on the Holyoke switch-train, was thrown from the top of a foreign freight-car, owing to a defective brake wheel, and injured his hip and shoulder. He is still unable to resume his work.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	83,940 lbs.
Average weight of locomotives in working order, . . .	63,581 "
Maximum weight of tenders full of fuel and water, . . .	60,280 "
Average weight of tenders full of fuel and water, . . .	42,400 "
Maximum weight of passenger-cars, . . .	51,400 "
Average weight of passenger-cars, . . .	42,956 "
Average weight of mail and baggage-cars, . . .	44,433 "
Average weight of 8-wheel box freight-cars, . . .	21,000 "
Average weight of 8-wheel platform-cars, . . .	17,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 ft. 9in.
Total length of heaviest engine and tender over all, . . .	53 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union.	

BRIDGES.	
Number of spans of stone bridges of 25 feet and upwards, .	2
Number of spans of iron bridges of 25 feet and upwards, .	15
Number of spans of timber bridges of 25 feet and upwards, .	11
Number of crossings of highways at grade,	50
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	6
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagmen are maintained, .	6
Number of crossings at which electric signals are maintained, .	5
Number of crossings at which there are neither signals nor flagmen,	39
Number of railroad-crossings over other railroads (specifying each):	3
One at Holyoke.	
One at Deerfield.	
One at Cheapside.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, .	2.32 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.67 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile for season-ticket passengers, .	.84 "
Average rate of fare per mile received from all passengers, .	2.42 "
Average rate of local freight per ton per mile,	4 05 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.56 "
Average rate of freight per ton per mile received from all freight,	2.92 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$2,370,000 00
Capital stock authorized by votes of company,	2,370,000 00
Capital stock issued (number of shares, 23,700) amount paid in),	\$2,370,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF COMPANY,	2,370,000 00
Total number of stockholders,	944
Number of stockholders in Massachusetts,	740
Amount of stock held in Massachusetts,	\$1,890,600 00

NAME AND RESIDENCE OF OFFICERS.

N. A. Leonard, *President*, Springfield, Mass. W. H. Wilson, *Auditor*, Springfield, Mass. J. Mulligan, *Superintendent*, Springfield, Mass. H. E. Howard, *General Freight Agent*, Springfield, Mass. E. C. Watson, *General Ticket Agent*, Springfield, Mass. Seth Hunt, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

N. A. Leonard, Springfield, Mass. W. B. Washburn, Greenfield, Mass. William R. Cone, Hartford, Conn. Frederick Billings, Woodstock, Vt. William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass. Charles S. Sargent, Brookline, Mass. A. B. Harris, Springfield, Mass. Aug. T. Perkins, Barnstable, Mass.

PROPER ADDRESS OF THE COMPANY.
THE CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

N. A. LEONARD,
OSCAR EDWARDS,
WM. WHITING,
WM. R. CONE,
C. S. SARGENT,
Directors.
SETH HUNT,
Treasurer.
J. MULLIGAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SPRINGFIELD, Oct. 28, 1887. Then personally appeared N. A. Leonard, Oscar Edwards, William Whiting, C. S. Sargent, Seth Hunt and J. Mulligan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. FRINK,
Justice of the Peace.

STATE OF CONNECTICUT.

HARTFORD COUNTY, ss. HARTFORD, CONN., Oct. 29, 1887. Then personally appeared William R. Cone, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

A. R. HILLYER,
Notary Public.

REPORT

OF THE

DANVERS RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad. Its operations are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$244,456 02
TOTAL ASSETS,	\$244,456 02
LIABILITIES.	
Capital stock,	\$67,500 00
Funded debt,	150,000 00
Unfunded debt, viz.:	26,956 02
Vouchers and accounts,	\$26,956 02
TOTAL LIABILITIES,	\$244,456 02
DESCRIPTION OF ROAD.	
Main line of road from Wakefield Junction to Danvers,	9.259 miles.
Main line of road in Massachusetts,	9.259 "
Total road belonging to this company,	9.259 "
Sidings and other tracks not above enumerated,	1.289 "
Same in Massachusetts,	1.289 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	10.548 "
Same in Massachusetts,	10.548 "
Total length of steel rails in tracks, not including steel-top rails,	7.180 "
[Weights per yard, 60 pounds.]	
Number of stations on all roads owned by this company,	8
Same in Massachusetts,	8
BRIDGES.	
Number of crossings of highways at grade,	20
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	2
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	15 feet.
Number of crossings at which gates or flagmen are maintained,	6
Number of crossings at which electric signals are maintained,	1

Number of crossings at which there are neither signals nor flagmen,	13
Number of railroad-crossings at grade (specifying each): . .	2
Salem & Lowell Railroad at West Peabody.	
Eastern Division Boston & Maine Railroad at Danvers.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued (number of shares, 588); amount paid in,	\$58,300 00
Capital stock paid in on shares not issued,	9,200 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . .	67,500 00
Total number of stockholders,	48
Number of stockholders in Massachusetts,	46
Amount of stock held in Massachusetts,	\$45,500 00
DEBT.	
Funded debt, as follows:—	
Bonds due,	\$150,000 00

NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. William Merritt, Jr., *Superintendent*, Boston, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Malden, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Amos Paul, South Newmarket, N. H. Nathaniel J. Bradlee, Boston, Mass. James R. Nichols, Haverhill, Mass. William S. Stevens, Dover, N. H. Joseph S. Ricker, Deering, Me. Samuel C. Lawrence, Medford, Mass.

PROPER ADDRESS OF THE COMPANY.

DANVERS RAILROAD,
BOSTON, MASS.

GEORGE C. LORD,
WM. S. STEVENS,
AMOS PAUL,
J. S. RICKER,
NATH. J. BRADLEE,
JAMES R. NICHOLS,
SAMUEL C. LAWRENCE,
Directors.
A. BLANCHARD,
Treasurer.
JAS. T. FURBER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 26, 1887. Then personally appeared George C. Lord, William S. Stevens, Amos Paul, J. S. Ricker, Nathaniel J. Bradley, James R. Nichols, Samuel C. Lawrence, A. Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD,
Justice of the Peace.

REPORT

OF THE

EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,309,001 77
Total expense (including taxes),	48,582 84
Net income,	1,260,418 93
Interest accrued during year:	646,477 17
On funded debt, \$604,456 75	
On other debt, 42,020 42	
Paid trustees of sinking fund,	100,000 00
Dividends declared (6 per cent.) on preferred stock,	188,859 00
Balance for the year (surplus),	325,082 76
Balance at commencement of year, \$702,067 04	
Add:	
Mortgage note cancelled, \$8,500 00	
Interest, 18,117 31	
	26,617 31
	\$728,684 35
Deduct:	
Transfers to fund for redemption of bonds,	483,999 34
Balance at commencement of year, as so changed,	294,685 01
Balance Sept. 30, 1887 (surplus),	619,767 77
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$1,306,520 16
Income from all other sources, viz.:	2,481 61
Interest, \$2,481 61	
TOTAL INCOME FROM ALL SOURCES,	\$1,309,001 77
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$5,000 00
Contingencies and miscellaneous,	43,582 84
TOTAL EXPENSES,	\$48,582 84
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$14,497,655 26
Cost of equipment,	1,447,828 49
Lands in East Boston, Revere, Lawrence, etc.,	114,517 24

Stock of Maine Central Railroad,	\$1,811,500 00	
Stock of Portland & Rochester Railroad,	182,050 00	
Stock of Eastern Railroad in New Hampshire,	900 00	
Stock of Portland, Bangor, Mt. Desert & Machias Steamboat Company,	15,000 00	
Stock of Chelsea Beach Railroad,	21,000 00	
Stock of Chelsea Beach Construction,	17,310 52	
Stock of Portsmouth, Gt. Falls & Conway R.R.,	551,300 00	
Stock of Wolfborough Railroad,	343,400 00	
TOTAL PERMANENT INVESTMENTS,		\$19,002,461 51
Cash,	\$59,855 31	
Due from agents and companies,	528,273 51	
Sinking fund in hands of trustees,	596,127 68	
Debit balances,	171,435 21	
TOTAL CASH ASSETS,		1,355,691 71
TOTAL ASSETS,		\$20,358,153 22
LIABILITIES.		
Capital stock: { Common stock,	\$4,997,600 00 }	\$8,147,000 00
{ Preferred stock,	3,149,400 00 }	
Funded debt,		10,074,279 14
Unfunded debt, viz.:		920,978 63
Interest unpaid,	\$33,684 87	
Dividends unpaid,	741 00	
Notes payable, land mortgage notes,	675,800 00	
Vouchers and accounts,	210,752 76	
Fund for redemption of mortgage debt,		596,127 68
Profit and Loss balance,		619,767 77
TOTAL LIABILITIES,		\$20,358,153 22
DESCRIPTION OF ROAD.		
Main line of road from Boston, Mass., to State Line in N. H.,		41.45 mtes.
Main line of road in Massachusetts,		41.45 "
Double track on main line,		27.92 "
Same in Massachusetts,		27.92 "
Branches owned by company, viz.:		
Charlestown (double track),		1.09 "
Saugus (single track),		9.55 "
East Boston (single track),		1.91 "
East Boston (double track),		1.56 "
Swampscott (single track),		3.96 "
Marblehead (single track),		3.52 "
Lawrence (single track),		18.25 "
Lawrence (double track),		1.64 "
South Reading (single track),		8.12 "
Gloucester (single track),		16.94 "
Essex (single track),		6.00 "
Asbury Grove (single track),		1.06 "
Salisbury (single track),		3.79 "
Total length of branches owned by company,		77.39 "
Total length of branches owned by company in Massachusetts,		77.39 "
Double track on branches,		4.29 "
Same in Massachusetts,		4.29 "
Total road belonging to this company,		118.84 "
Sidings and other tracks not above enumerated,		69.00 "

Same in Massachusetts,	69.00 miles.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	220.05 "
Same in Massachusetts,	220.05 "
Total length of steel rails in tracks, not including steel-top rails,	150.01 "
[Weights per yard, 58, 60, 63, 67 and 68 pounds.]	
Number of stations on all roads owned by this company, . .	78
Same in Massachusetts,	78

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Swampscott,	Plate Girder.	Iron.	40 feet.	-
Newburyport,	" "	" "	59 "	-
Amesbury,	Pile Bridge.	Hard Pine and Oak Piles.	198 "	-

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . .	23
Aggregate length of same for single track (2,197 feet).	
Aggregate length of same for double track (6,882 feet).	
Number of spans of iron bridges of 25 feet and upwards, . .	11
Aggregate length of same for single track (252 feet).	
Aggregate length of same for double track (301 feet).	
Number of spans of timber bridges of 25 feet and upwards, . .	28
Aggregate length of same for single track (1,282 feet).	
Aggregate length of same for double track (385 feet).	
Number of crossings of highways at grade,	166
Number of crossings of highways over railroad,	47
Number of crossings of highways under railroad,	12
Number of highway bridges 18 feet above track,	6
Number of highway bridges less than 18 feet above track, . .	41
Number of crossings at which gates or flagmen are maintained,	114
Number of crossings at which there are neither signals nor flagmen,	52
Number of railroad-crossings at grade (specifying each): . .	6
Fitchburg at Prison Point.	
Boston & Lowell at Somerville.	
Boston & Maine at Somerville.	
Boston & Maine at Salem.	
Boston & Maine at Danvers.	
Boston & Albany at Somerville.	

CAPITAL STOCK.

Capital stock authorized by charter: Common, \$8,310,000; preferred, \$3,150,000,	\$11,460,000 00
Capital stock authorized by votes of company: Common, \$8,310,000; preferred, \$3,150,000,	11,460,000 00
Capital stock issued (number of shares: Common, 49,976; preferred, 31,494); amount paid in,	8,147,000 00
Capital stock paid in on shares not issued (number shares, 4),	443 80
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	8,147,443 80

Total number of stockholders: Common, 1,221; preferred, 378,		1,599
Number of stockholders in Massachusetts: Common, 780; preferred, 312,		1,092
Amount of stock held in Massachusetts: Common, \$4,700,300; preferred, \$2,711,000,		\$7,411,300 00
DEBT.		
Funded debt, as follows:—		
Essex R. R. bonds, due Sept., 1886, rate of interest 6 per cent.,		\$300 00
Interest accrued on same,	\$18 00	
Essex R. R. bonds, due Sept., 1891,		192,300 00
Interest paid on same during year,	11,538 00	
Essex R. R. bonds, due Sept., 1876, rate of interest 6 per cent.,		1,800 00
Interest accrued on same during year,	108 00	
U. S. gold mortgage certificates of indebtedness, due Sept., 1906, rate of interest 6 per cent.,		7,941,065 54
Interest accrued on same during year,	476,463 93	
Sterling mortgage certificates of indebtedness, due Sept., 1906, rate of interest 6 per cent. (£398,400),		1,938,813 60
Interest accrued on same during year,	116,328 82	
Interest accrued during year,	\$604,456 75	
TOTAL AMOUNT OF FUNDED DEBT,		\$10,074,279 14

NAME AND RESIDENCE OF OFFICERS.

Walter Hunnewell, *President*, Wellesley, Mass. Edward Lesley, *Auditor*, Newburyport, Mass. N. G. Chapin, *Treasurer*, Brookline, Mass. F. I. Amory, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Walter Hunnewell, Wellesley, Mass. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, N. H. Arthur Sewall, Bath, Me. Nathaniel J. Bradlee, Boston, Mass. Samuel C. Cobb, Boston, Mass. William Simes, Boston, Mass. George Heywood, Concord, Mass. S. Endicott Peabody, Salem, Mass.

PROPER ADDRESS OF THE COMPANY.

EASTERN RAILROAD COMPANY,
CAUSEWAY ST., BOSTON, MASS.

WALTER HUNNEWELL,
SAMUEL C. LAWRENCE,
NATH. J. BRADLEE,
WILLIAM SIMES,
SAM'L C. COBB,

Directors.

N. G. CHAPIN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 21, 1887. Then personally appeared the above-named directors, viz., Walter Hunnewell, Samuel C. Lawrence, Nathaniel J. Bradlee, William Simes and Samuel C. Cobb, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

N. G. CHAPIN,

Justice of the Peace.

BOSTON, Oct. 10, 1887.

GENTLEMEN, — We enclose herewith report of the condition of the sinking fund of the Eastern Railroad Company, and of the outstanding certificates of indebtedness, as required by section 14 of chapter 236 of the Acts of 1876, on the 30th September, 1887.

Respectfully yours,

WM. C. ROGERS,
WD. P. PHILLIPS,
CHAS. R. CODMAN,

Trustees Eastern Railroad Company,

By JOSHUA CRANE.

To the Hon. the Railroad Commissioners of Massachusetts.

To the Railroad Commissioners of Massachusetts :

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company, issued by us and outstanding on the thirtieth day of September, 1887, were as follows : —

Certificates payable in sterling money of Great Britain,	£398,400
Certificates payable in gold dollars of the United States,	\$7,941,000 00
Scrip certificates,	65 54

The above shows a decrease of £177,200 in sterling certificates and \$2,287,500 in United States gold certificates, cancelled by exchange for preferred stock, and \$30.23 scrip certificate purchased by sinking fund.

W. C. ROGERS,
WILL'D P. PHILLIPS,
CHARLES R. CODMAN,

Trustees Eastern Railroad.

Boston, Sept. 30, 1887.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE 30TH SEPTEMBER, 1887.

Amount on hand as per report of Nov. 27, 1886, \$440,228 04
1887.

Sept. 1. Amount received from the Eastern Railroad Company,	\$100,000 00	
30. Amount received from sales of lands sundry times,	44,000 00	
30. Amount received from income for year,	11,904 64	
		155,904 64
		\$596,127 68

INVESTMENTS.

Railroad Bonds.

100,000 Boston & Lowell, cost	\$102,750 00
108,000 Fitchburg, cost	122,985 00
27,000 Old Colony, cost	31,550 60
6,000 Boston & Albany, cost	6,990 90
40,000 Boston & Maine, cost	48,000 75
2,000 New Bedford, cost	2,458 20
7,000 Lowell & Lawrence, cost	8,400 00

\$323,135 45

City Bonds.

25,000 city of Cleveland, O.,	\$25,937 50
10,000 city of Lewiston, Me.,	12,500 00

38,437 50

Secured Notes.

Notes of citizens of this Commonwealth secured by collateral,	90,000 00
Cash on deposit at 4 per cent. interest,	144,554 73

\$596,127 68

Boston, Sept. 30, 1887.

W. C. ROGERS,
WILLARD P. PHILLIPS,
CHARLES R. CODMAN,
Trustees Eastern Railroad

REPORT
OF THE
FALL RIVER RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Old Colony Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$12,584 05
Total expense (taxes),	576 80
Net income,	11,957 25
Interest accrued during year:	10,000 00
On funded debt,	\$10,000 00
Balance for the year (surplus),	1,957 25
Deficit at commencement of year,	20,842 82
Balance Sept. 30, 1887 (deficit),	18,885 57
 PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Property sold (or reduced in valuation on the books) and credited property accounts during the year:—	
Sale of building in Fall River,	\$112 40
 NET REDUCTION OF PROPERTY ACCOUNT FOR THE YEAR,	 \$112 40
 Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$443,832 29
Profit and Loss balance,	18,885 57
 TOTAL ASSETS,	 \$462,717 86
LIABILITIES.	
Capital stock,	\$200,000 00
Funded debt,	200,000 00
Unfunded debt, viz.:	62,717 86
Notes payable,	\$60,096 24
Vouchers and accounts,	2,621 62
 TOTAL LIABILITIES,	 \$462,717 86

DESCRIPTION OF ROAD.	
Main line of road from Fall River to New Bedford,	12.25 miles.
Main line of road in Massachusetts,	12.25 "
Total road belonging to this company,	12.25 "
Sidings and other tracks not above enumerated, . . . . .	.832 "
Same in Massachusetts, . . . . .	.832 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	13.082 "
Same in Massachusetts,	13.082 "
Total length of steel rails in tracks, not including steel-top rails,	12.082 "
[Weights per yard, 56 pounds.]	
Number of stations on all roads owned by this company,	7
Same in Massachusetts,	7
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	1
Aggregate length of same for single track (25 feet).	
Number of crossings of highways at grade,	10
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Height of lowest bridge above the rail,	15 feet.
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock issued (number of shares, 2,000); amount paid in,	\$200,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	200,000 00
Total number of stockholders,	24
Number of stockholders in Massachusetts,	22
Amount of stock held in Massachusetts,	\$194,900 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due April 1, 1895, rate of interest 5 per cent.,	\$200,000 00
Interest paid on same during year,	\$10,000 00

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. J. A. Beauvals, New Bedford, Mass. H. A. Blood, Fitchburg, Mass. John S. Brayton, Fall River, Mass. William Rotch, Boston, Mass. Morgan Rotch, New Bedford, Mass. Royal W. Turner, Randolph, Mass.

PROPER ADDRESS OF THE COMPANY,
FALL RIVER RAILROAD COMPANY,
P. O. Box 879, BOSTON, MASS.

CHARLES F. CHOATE,
JOHN S. BRAYTON,
ROYAL W. TURNER,
WM. ROTCH,
H. A. BLOOD,

Directors.

JOHN M. WASHBURN,

Treasurer.

J. R. KENDRICK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 28, 1887. Then personally appeared Charles F. Choate, John S. Brayton, Royal W. Turner, William Rotch, H. A. Blood, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,

Justice of the Peace.

REPORT

OF THE

TRUSTEES OF THE FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
[This road was operated by trustees under foreclosure.]	
Total income,	\$35,273 74
Total expense (including taxes),	21,935 94
Net income,	13,337 80
Interest paid during year:	13,337 80
On funded debt,	\$18,337 80
Deficit at commencement of year,	188,963 44
Deficit Sept. 30, 1887,	138,963 44
ANALYSIS OF EARNINGS.	
From local passengers,	\$464 30
through passengers (to and from other roads),	26,454 25
express and extra baggage,	1,500 00
mails,	445 48
Total earnings from passenger department,	28,864 03
From local freight,	57 48
through freight (to and from other roads),	6,307 23
Total earnings from freight department,	6,364 71
TOTAL TRANSPORTATION EARNINGS,	35,228 74
Income from all other sources, viz.:	45 00
Rent of tenements,	\$45 00
TOTAL INCOME FROM ALL SOURCES,	\$35,273 74
ANALYSIS OF EXPENSES.	
Legal expenses,	\$1,003 74
Stationery and printing,	40 96
Outside agencies and advertising,	5 62
Contingencies and miscellaneous,	32 78
Repairs of bridges (including culverts and cattle-guards),	1,971 60
Repairs of buildings,	584 35
Repairs of fences, road-crossings and signs,	42 00
Renewal of ties,	780 00
[Number laid, 1,950.]	
Repairs of road-bed and track,	2,321 75
Use of locomotives,	1,776 40
Fuel for locomotives,	1,776 40
[Tons of coal, 440.]	
Oil and waste,	9 73
Locomotive service,	2,196 40
Passenger-train service,	2,843 95

Mileage passenger-cars,	\$4,359 40
Freight-train service,	603 50
Mileage freight-cars,	354 71
Agents and station service,	932 15
TOTAL OPERATING EXPENSES,	\$21,635 44
Taxes,	300 50
TOTAL OPERATING EXPENSES AND TAXES,	\$21,935 94

Balance Sheet Sept. 30, 1887.

ASSETS.	
Cost of road,	\$310,747 60
Due from agents and companies,	3,330 38
Profit and Loss balance,	138,963 44
TOTAL ASSETS,	\$453,041 37
LIABILITIES.	
Capital stock,	\$150,000 00
Funded debt,	300,000 00
Unfunded debt, viz:	3,041 37
Vouchers and accounts,	\$3,041 37
TOTAL LIABILITIES,	\$453,041 37

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	31,400
Freight-train mileage,	6,260
TOTAL TRAIN MILEAGE,	37,660
Number of local passengers (including season),	4,141
Number of through passengers (to and from other roads),	173,605
TOTAL NUMBER OF PASSENGERS CARRIED,	177,746
Local passenger mileage (local passengers carried one mile),	18,021
Through passenger mileage (through passengers carried one mile),	1,169,796
TOTAL PASSENGER MILEAGE,	1,182,817
Number tons local freight,	97
Number tons through freight (to and from other roads),	13,972
TOTAL NUMBER TONS FREIGHT CARRIED,	14,069
Local freight mileage (tons local freight carried one mile),	220
Through freight mileage (tons through freight carried one mile),	111,776
TOTAL FREIGHT MILEAGE,	111,996
Average number of cars in passenger-trains,	8
Average number of persons employed,	16

DESCRIPTION OF ROAD.

Main line of road from Fall River, Mass., to Warren, R. I.,	5.794 miles.
Main line of road in Massachusetts,	3.662 "
Main line of road in Rhode Island,	2.132 "
Total road belonging to this company,	5.794 "
Sidings and other tracks not above enumerated, . . . . .	.520 "
Same in Massachusetts, . . . . .	.040 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	6.314 "
Same in Massachusetts,	3.702 "

108 FALL RIVER, WARREN & PROVIDENCE R. R. [Jan.

Total length of steel rails in tracks, not including steel-top rails,	5.344 miles.
[Weights per yard, 56 pounds.]	
Total miles of road operated by this company,	5.794 "
Total miles of road operated by this company in Massachusetts,	3.662 "
Number of stations in Massachusetts on all roads operated by this company,	2
Number of telegraph-offices in same,	1
Number of stations on all roads owned by this company,	3
Same in Massachusetts,	2

BRIDGES.

Number of spans of iron bridges of 25 feet and upwards,	4
Number of crossings of highways at grade,	3
Number of crossings of highways over railroad,	2
Number of highway bridges less than 18 feet above track,	2
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	2

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company.	3.5 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.2 "
Average rate of fare per mile received from all passengers,	2.3 "
Average rate of local freight per ton per mile,	10.3 "
Average rate of freight per ton per mile received from freight to and from other roads,	5.6 "
Average rate of freight per ton per mile received from all freight,	5.7 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$150,000 00
Capital stock authorized by votes of company,	150,000 00
Capital stock issued (number of shares, 1,500); amount paid in,	\$150,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	150,000 00
Total number of stockholders,	27
Number of stockholders in Massachusetts,	11
Amount of stock held in Massachusetts,	\$103,300 00

DEBT.

Funded debt, as follows:—	
First mortgage bonds, due April 17, 1883, rate of interest 7 per cent.,	\$300,000 00
Interest paid on same during year,	\$13,337 80

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. J. R. Kendrick, *Superintendent*, Boston, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. John S. Brayton, Fall River, Mass. Royal W. Turner, Randolph, Mass. Thomas Dunn, Newport, R. I.

PROPER ADDRESS OF THE COMPANY.
FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY,
P. O. Box 379, BOSTON, MASS.

CHARLES F. CHOATE,
JOHN S. BRAYTON,
THOS. J. BORDEN,
ROYAL W. TURNER,
Directors.
JOHN M. WASHBURN,
Treasurer and Trustee.
J. R. KENDRICK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 28, 1887. Then personally appeared Charles F. Choate, John S. Brayton, Thomas J. Borden, Thomas Dunn, Royal W. Turner, John M. Washburn and J. R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace

REPORT

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$4,569,321 58
Total expense (including taxes),	3,482,654 04
Net income,	1,086,667 54
Rentals:	266,011 12
Vermont & Massachusetts R. R. Co.,	\$244,580 00
Boston & Albany R. R. Co.,	5,100 00
Boston & Maine R. R.,	8,600 00
Cheshire R. R. Co.,	600 00
Troy & Greenfield R. R. & Hoosac Tunnel,	866 67
Southern Vermont R. R. Co.,	4,933 33
Troy & Bennington R. R. Co.,	6,331 12
Interest accrued during year:	423,228 27
On funded debt,	423,228 27
Dividends declared,*	866,488 00
Balance for the year (surplus),	80,940 15
Balance at commencement of year,	\$410,332 72
Deduct:	
Dividend paid Jan. 1, 1887, 3 per cent.,	158,598 00
Worthless account charged off,	1,000 00
Balance at commencement of year as so changed,	250,734 72
Balance Sept. 30, 1887 (surplus),	281,674 87
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,033,346 94
through passengers (to and from other roads),	369,342 55
express and extra baggage,	103,370 03
mails,	35,712 62
other sources, passenger department,	23,412 19
Total earnings from passenger department,	1,565,184 33
From local freight,†	739,109 10
through freight (to and from other roads),	1,903,287 83
other sources, freight department,†	65,146 76
Total earnings from freight department,	2,707,543 69
TOTAL TRANSPORTATION EARNINGS,	4,272,728 02
Rents for use of road,	51,000 00
Income from all other sources, viz.:	245,593 56
Rent of property,	\$30,249 42
Elevator, wharves, etc.,	70,462 45
Interest and premiums,	144,881 69
TOTAL INCOME FROM ALL SOURCES,	4,569,321 58

* Two per cent. on 52,866 shares, paid May 2, 1887. Two per cent. on 124,378 shares, payable Nov. 15, 1887. Three-fifths of 2 per cent. on 10,000 shares to T. & B. stockholders, payable Nov. 15, 1887.

† These two items were in former years shown together as earnings from local freight.

ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$118,638 72
Legal expenses,	14,261 57
Insurance,	12,810 92
Stationery and printing,	54,670 46
Outside agencies and advertising,	60,497 68
Contingencies and miscellaneous,	52,559 05
Repairs of bridges (including culverts and cattle-guards),	34,806 85
Repairs of buildings,	97,010 23
Repairs of fences, road-crossings and signs,	22,475 26
Renewal of rails,	69,798 00
[Number tons steel laid, 4,940.]	
Renewal of ties,	98,815 66
[Number laid, 218,098.]	
Repairs of road-bed and track,	357,026 07
Repairs of locomotives,	177,766 07
Fuel for locomotives,	381,129 94
[Tons of coal, 108,579 $\frac{1}{2}$; cords of wood, 595.]	
Water supply,	21,448 78
Oil and waste,	18,923 50
Locomotive service,	313,431 59
Repairs of passenger-cars,	103,423 19
Passenger-train service,	115,948 25
Passenger-train supplies,	15,127 81
Mileage passenger-cars,	18,809 74
Repairs of freight-cars,	198,099 49
Freight-train service,	271,939 74
Freight-train supplies,	8,952 55
Mileage freight-cars,	69,050 61
Telegraph expenses,	53,170 27
Loss and damage, freight and baggage,	7,839 49
Loss and damage, property and cattle,	6,929 19
Personal injuries,	28,256 89
Agents and station service,	305,135 31
Station supplies,	31,048 84
TOTAL OPERATING EXPENSES,	\$3,287,800 96
Taxes,	194,853 08
TOTAL OPERATING EXPENSES AND TAXES,	\$3,482,654 04
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Improvements on Worcester, Tunnel and Western Divisions,	\$98,337 20
Improvements at Roberts & Warren Bridge,	7,264 91
New side tracks,	11,059 84
New freight yards,	124,007 82
New freight houses, coal-sheds and water-stations,	50,560 39
New signals,	252 79
TOTAL CONSTRUCTION NOT APPORTIONED,	\$291,482 95
Purchase of other roads:	25,142,694 76
Troy & Greenfield R. R. and Hoosac Tunnel, \$10,008,217 53	
Troy & Greenfield R. R. consolidation, 1,762,200 00	
(17,622 shares issued to Fitchburg stock-holders under terms of consolidation.)	
Hoosac Tunnel Dock & Elevator, 2,031,744 40	
Troy & Boston R. R., 4,333,300 00	
B., H. T. & W. R'y (86.74 miles), 7,007,232 83	
TOTAL FOR CONSTRUCTION,	\$25,434,177 71
Locomotives (number, 13),	111,084 00

Passenger, mail and baggage-cars (number, 12),	\$49,876 94
Freight and other cars,	14,533 70
TOTAL FOR EQUIPMENT,	\$175,494 64
Other expenditures charged to property account:	71,737 18
Real estate,	\$71,737 18
TOTAL CHARGES TO PROPERTY ACCOUNTS,	25,681,409 53
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	452,500 00
Hoosac Tunnel Dock & Elevator stock, converted,	\$452,500 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, .	\$25,228,909 53

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$31,579,685 27	
Cost of equipment,	2,856,408 51	
Lands in Boston, Worcester and line of road,	518,976 25	
TOTAL PERMANENT INVESTMENTS,		\$34,955,070 03
Cash,	\$91,327 04	
Bills receivable,	461,702 50	
Due from agents and companies,	1,184,512 43	
Materials and supplies,	625,089 46	
Debit balances,	706,820 55	
Vermont & Massachusetts R. R. and improvements,	1,453,562 96	
TOTAL CASH ASSETS,		4,522,964 94
TOTAL ASSETS,		\$39,478,034 97
LIABILITIES.		
Capital stock: Common, \$7,000,000; preferred, \$12,437,800, .	\$19,437,800 00	
Capital stock: Liability account T. & B. R. R., preferred, .	1,333,300 00	
Funded debt,	14,540,600 00	
Funded debt: Liability account T. & B. R. R.,	1,750,000 00	
Unfunded debt, viz.:	2,134,660 10	
Interest unpaid,	\$191,848 40	
Dividends unpaid,	9,575 50	
Dividend No. 82, payable Nov. 15, 1887,*	248,960 00	
Notes payable,	380,300 00	
Accrued taxes not due,	187,247 16	
Accrued rent of roads not due,	123,023 32	
Vouchers and accounts,	993,710 72	
Profit & Loss balance,		281,674 87
TOTAL LIABILITIES,		\$39,478,034 97
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,	1,600,412	
Freight-train mileage,	1,414,241	
TOTAL REVENUE-TRAIN MILEAGE,	3,014,653	
Switching-train mileage,	977,846	

* The unfunded debt this year includes Dividend No. 82, payable Nov. 15, 1887; former dividends have not been charged to earnings of fiscal year in which they were earned.

Other train mileage,	91,948
TOTAL TRAIN MILEAGE,	4,083,947
Number of season-ticket passengers,	322,626
Number of local passengers (including season),	4,617,799
Number of through passengers (to and from other roads),	408,246
TOTAL NUMBER OF PASSENGERS CARRIED,	5,026,045
Local passenger mileage (local passengers carried one mile),	55,795,642
Through passenger mileage (through passengers carried one mile),	18,247,856
TOTAL PASSENGER MILEAGE,	74,043,498
Number tons local freight,*	731,644
Number tons through freight (to and from other roads),	2,187,985
TOTAL NUMBER TONS FREIGHT CARRIED,	2,919,629
Local freight mileage (tons local freight carried one mile),*	24,649,721
Through freight mileage (tons through freight carried one mile),	214,263,879
TOTAL FREIGHT MILEAGE,	238,913,600
Average weight of passenger-trains (exclusive of passengers),	159½ tons.
Average number of cars in passenger-trains,	4.5
Average weight of freight-trains (exclusive of freight),	378.1 tons.
Average number of cars in freight-train,	28.7
Average number of persons employed,	3,324

DESCRIPTION OF ROAD.

Main line of road from Boston to Fitchburg, and Greenfield to Troy and Rotterdam,	171.31 miles.
Main line of road in Massachusetts,	94.00 "
Main line of road in New York,	70.81 "
Main line of road in Vermont,	6.50 "
Double track on main line,	112.88 "
Same in Massachusetts,	94.00 "
Branches owned by company, viz.:	
Freight & Ice in Boston, double track, . . . . .	.68 "
Watertown Branch, single track,	8.26 "
Marlborough Branch, single track,	12.42 "
Peterborough & Shirley Branch, single track,	23.62 "
Worcester Division, single track,	36.00 "
Ashburnham Branch, single track,	2.59 "
Saratoga & Schuylerville Branch, single track,	25.50 "
Total length of branches owned by company,	109.07 "
Total length of branches owned by company in Massachusetts,	74.20 "
Total length of branches owned by company in New Hampshire,	9.37 "
Total length of branches owned by company in New York,	25.50 "
Double track on branches, . . . . .	.68 "
Same in Massachusetts, . . . . .	.68 "
Total road belonging to this company,	280.38 "
Sidings and other tracks not above enumerated,	166.36 "
Same in Massachusetts,	128.75 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	560.30 "
Same in Massachusetts,	391.63 "
Total length of steel rails in tracks, not including steel-top rails,	427.59 "
[Weights per yard, 60 and 72 pounds.]	

* In former years the tonnage and earnings of rebilled coal from the West were entered as local. This year the local freight tonnage and earnings represent only business originating at and carried between stations on Fitchburg Railroad.

<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>		
Vermont & Massachusetts,	56.00 miles.	
Turner's Falls Branch,	2.80 "	
Southern Vermont Railroad,	6.17 "	
Bennington Branch,	5.04 "	
Total length of above roads,	70.01 "	
Total length of above roads in Massachusetts,	58.80 "	
Total length of above roads in other States (specifying each):		
New York,	5.04 "	
Vermont,	6.17 "	
Total miles of road operated by this company,	344.22 "	
Total miles of road operated by this company in Massachusetts,	227.00 "	
Number of stations in Massachusetts on all roads operated by this company,	92	
Number of telegraph offices in same,	65	
Number of stations on all roads owned by this company,	120	
Same in Massachusetts,	76	
EQUIPMENT.		
Number of locomotives (leased, 10; owned, 165),	175	
Number of passenger-cars (leased, 15; owned, 164),	179	
Number of baggage, mail and express cars (leased, 3; owned, 43),	46	
Number of freight-cars (basis of 8 wheels), (leased, 214; owned, 4,491),	4,705	
Number of other cars (owned, 215),	215	
Number of snow-plows and scrapers (owned, 12),	12	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	1	10	1	11	1	13
Employees,	3	7	15	61	18	68	18	68
Others,	-	-	15	16	15	16	16	16

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

August 14, 1886. — A. G. Howland, fireman, while getting over a freight-train, had his foot crushed between deadwoods.

October 11. — James Shen, about sixty years of age, jumped from passenger-train near the junction of the Fitchburg and Boston & Albany Railroads, and received a bad cut on the head, had some ribs broken, besides being considerably bruised.

October 7. — B. C. Gridley, brakeman, fell between two cars and was injured in the side. No bones broken.

October 9. — R. M. Packard, yard brakeman, stumbled over a pile of rubbish, and, in putting out his hand, to avoid falling under the cars, had it caught between the deadwoods as they came together, taking off the two middle fingers and injuring the forefinger.

October 18. — Matthew Kallaher, a passenger bound for Athol, jumped from an express-train and received slight bruises on his head, arms and shoulders.

October 15. — J. W. Roolf, freight brakeman, had his hand caught between switch-handle and car, while throwing switch.

October 20. — Thos. O'Connell was struck by an extra passenger-train while walking on the track, and instantly killed.

October 26. — George H. Luce, freight brakeman, while coupling cars, had his right wrist broken.

October 11. — George Rowan, freight brakeman, while running from one switch to another, came in contact with a switch-frame, receiving a slight injury to his left knee and to base of stomach.

October 19. — H. G. Bickford, foreman of night switching-gang, while braking, fell from top of car; the brake caught and he was jerked from the car, falling on his right arm. Bone near the shoulder was cracked or broken.

October 21. — J. F. Dolley, freight conductor, while pulling a pin between two box-cars, got his left foot caught between the brake beam and a switch-rail, causing a bad sprain near the ankle.

October 23. — Mrs. Luke Nally, while walking along the platform to take a train, was struck just below the thigh by a loaded baggage truck.

October 23. — William Hurd, of Somerville, in an intoxicated condition, while attempting to board the rear car of train, swung around and fell on his back, striking back of his head on rail.

October 30. — C. H. Whitney, conductor, while transferring freight from one car to another, slipped and fell between the cars and broke his knee.

November 2. — Wm. L. Matthews, a freight brakeman, while shackling cars, had his right hand caught between draw-bars, breaking one finger and crushing another so badly that it was amputated.

November 3. — T. L. Tully, passenger brakeman, while shifting cars in Boston yard, sprang from train and sprained his ankle.

November 3. — A. H. Wallace, passenger brakeman, while standing on car, with train in motion, had his head hanging out away from car. Head was struck and slightly cut.

November 8. — Fred Hoffman, freight brakeman, while coupling cars, had his hand badly bruised, but no bones broken.

November 9. — James O'Neil, freight brakeman, fell from moving cars. Was stunned and remained unconscious about twenty-four hours. No bones broken; slightly bruised.

November 14. — John Kelly, freight brakeman, while coupling cars, had his wrist caught and one bone fractured.

November 10. — Fred Murphy, freight brakeman, while making a hitch, had one finger mashed. Will not lose finger.

November 15. — G. H. Martin, freight brakeman, fell from top of car, and sprained his ankle and skinned his lips.

November 12. — Moses Huckins, passenger brakeman, while pulling the pin on engine, caught the thumb of his left hand between the buffer and pin, and top of thumb was taken off.

November 12. — Thomas Roach, freight brakeman, had his leg and ankle crushed between the deadwoods of two cars.

November 14. — G. B. Elliott, freight brakeman, while coupling engine to train, had his right hand caught and two bones broken and palm of hand bruised.

November 15. — M. H. Wilson, freight conductor, while riding a flat-car on which was loaded a stationary engine and pieces of machinery, the car ran

into some other cars with such force as to start the machinery, and it struck Wilson's leg, bruising and dislocating a bone in foot.

November 20. — James Sheridan, passenger, sprang from a moving train, while considerably intoxicated, and was somewhat bruised about the head and chest.

November 17. — S. W. Field, freight brakeman, while coupling cars, got his hand caught between deadwoods. Hand was badly cut, but no bones broken.

November 19. — G. H. Whitcomb, freight conductor, while passing along engine to reach saloon-car, was blinded by escaping steam and missed his footing. He fell into a culvert, bruising his legs, spraining right wrist and cutting a large gash over right eye.

November 27. — George M. Todd, while walking on the track about one mile east of Hoosac Tunnel station, was struck and killed by express train.

November 24. — W. C. Williams, freight brakeman, while coupling cars, had his arm caught between head blocks and quite badly bruised. •

November 13. — Joseph Harrison, freight brakeman, while coupling cars, caught his hand between drawbars and had it badly pinched.

November 25. — Mrs. R. H. Orne, passenger, stepped from moving train and was slightly injured on leg.

November 21. — Patrick Harmon, employee, jumped from moving passenger-train and was dragged about two car lengths. Received a bad cut on top of his head.

December 1. — Stewart Little, freight brakeman, while working flying-switch, after pulling pin between car and engine, reached for ladder, but lost his balance and fell to the ground; about fifteen ice cars and four long cars passed over him. His head was quite badly bruised, but received no other injuries.

December 2. — The works of the Baeder Glue Company at Ayer Junction were destroyed by fire. The rails were bent and warped by heat, and as the end of a curved rail was released from the joint, it sprang back and struck trackman Patrick McGowan, breaking both bones of his leg below the knee.

November 29. — H. A. Dugan, freight brakeman, while coupling cars, had his hand caught between deadwoods, splitting his hand open. No bones were broken.

November 28. — Daniel Connour, employee on construction, jumped from moving train and fell through bridge. Was somewhat bruised, but not seriously injured.

November 30. — As an express train was passing Austin Street crossing, Charlestown, a horse, with milk wagon attached, broke through the gates and rushed on the train, then sprang on the gateman, J. D. Martin, who was thrown on the engine and back to the sidewalk. Was not seriously injured.

November 30. — George D. Reed, freight brakeman, had his left hand crushed while coupling cars.

December 3. — T. B. McCarty, freight brakeman, had two fingers caught between deadwoods while coupling cars. No bones broken.

December 3. — Mrs. Barnes, passenger, jumped from moving train near Baldwinville "Know Nothing" and was somewhat injured.

December 6. — Joseph Langley, freight brakeman, while coupling cars, slipped in the snow and had his arm caught between deadwoods, bruising it quite badly.

December 14. — John Lewis, while walking on the track, was struck by engine and instantly killed.

December 14. — Patrick Foley, coal heaver, while braking on a car which was being pushed along by hand, got his foot caught between the bunters and quite badly bruised. Had one toe amputated.

December 20. — Ezekiel Kendall, passenger, alighted from passenger train at Westminster, on opposite side from depot, and stepped toward the inward track, when he was struck by engine of inward bound freight train, cutting his head, breaking three or four ribs and injuring his hip.

December 22. — Wm. H. Keenan, car inspector, fell from passenger train as it was running into Waltham; ankle sprained, hips bruised and cut on head.

December 23. — Edgar Weaver, freight brakeman, while coupling cars, had both hands caught between deadwoods. Upper part of the thumb on one hand was taken off, and one finger on other hand bruised.

December 22. — Chas. W. Jones, freight brakeman, while coupling cars, had his hand caught and crushed some.

December 22. — Patrick Sullivan, freight brakeman, had his hand crushed while coupling cars.

December 26. — As Dr. G. A. Latimer and wife were driving over the Union Square crossing in covered carriage, their carriage was struck by passenger-train and demolished. Occupants were thrown out. Dr. Latimer's injuries were two ribs broken, spine injured, finger broken. Mrs. Latimer sustained a severe blow on head; full extent of injuries not known.

December 27. — F. L. Coolidge, freight brakeman, slipped and fell between cars, bruising his chest.

December 31. — E. H. Butterfield, passenger brakeman, while coupling passenger-train to engine, had finger caught between engine buffer and pin. Part of finger was amputated.

January 3, 1887. — F. Caswell, freight brakeman, while attempting to make a hitch, had finger caught and broken.

January 5. — John Gallagher, while walking on inward bound main track, was struck by passenger-train, cutting him about the head. Thought to be fatally injured.

January 11. — H. G. Bickford, foreman of night switcher, had left hand caught between draw-bars while coupling. Hand was bruised, but no bones broken.

January 20. — E. McGuinness, freight conductor, while going into shed on pier 6, Hoosac Tunnel Dock and Elevator Company, to make a hitch, was rolled between car and platform of the pier. Ribs compressed, but not seriously hurt.

January 20. — H. A. Davis, yard brakeman, had arm crushed while coupling cars.

January 20. — John T. Foss, while walking on track, was struck and killed by engine of passenger-train.

January 20. — J. Harrigan, freight brakeman, was found dead on track. Probably fell off freight-train.

January 22. — E. Arbour, brakeman, attempted to step on footboard of engine as it was backing up with cars. His foot slipped and he fell between engine and car attached. End of toe taken off and nails of two others.

January 24. — T. H. Loveland, freight brakeman, stepping from one freight car to another, caught his foot in tin roof which had become loose. Was thrown from car and had left ankle sprained and right leg bruised.

January 26. — John McGovern pushed up gate at Dublin Street crossing and walked on track directly in front of engine. Was struck and instantly killed.

January 30. — A. L. Burnette, freight brakeman, was caught between deadwoods while coupling cars, and killed.

January 24. — L. W. Richards, freight brakeman, fell from flat car, bruising back and shoulders. Injuries slight.

January 29. — Gilbert Dorsey, walking on track near passenger shed, was warned off the track. Instead of jumping into highway, sprang up against car house and was squeezed by car passing by.

January 29. — Henry Potter, freight brakeman, while attempting to make a hitch, slipped on the ice and shoulders were caught between deadwoods. Shoulders severely pinched and bruised. No bones broken.

February 8. — George H. Garno, conductor of mixed train, stepped from milk car on train moving into Littleton, west bound, and landed on track in front of east-bound express train. Was struck by engine and instantly killed.

February 7. — Edward Dougherty was caught between car house and a passenger car. Badly squeezed but not seriously injured.

February 7. — John H. Burke, freight brakeman, had his right hand caught while coupling cars. Thumb and forefinger were amputated, ends of second and third jammed.

February 9. — Michael Tracy, freight brakeman, was in switchman's house when some freight cars were thrown off the track, wrecking the house. He received a flesh wound on his arm, and leg was scraped.

February 10. — D. V. Berry, freight brakeman, while coupling cars, had his arm caught between deadwoods and wrist jammed. Injuries not serious.

February 19. — Peter St. Martin, of Jeffersonville, was found dead on track near Holden. Supposed to have been struck by engine.

February 19. — Patrick Doyle, yard brakeman, while coupling cars, was struck by car loaded with rails and instantly killed.

February 21. — Arthur Holdredge, car inspector, while under cars on side track, inspecting cars, etc., a train setting off, struck these cars. Holdredge was thrown under the wheels, which passed over his arm and leg, crushing them. He died that night.

February 22. — Patrick Fitzgerald, freight brakeman, while coupling cars, had his hand caught, losing two fingers and part of hand.

February 25. — Patrick Carlin, night switchman, was struck by passenger-train switching in yard. Train ran over him, crushing his arm and skull and injuring leg. He died on the way to Massachusetts General Hospital.

March 8. — R. M. Fullerton, while attempting to board a passenger-train while in motion, was struck by the abutment of bridge, receiving a gash on forehead and a bad scalp wound.

March 8. — John R. Hayes, brakeman, while making a hitch, had his right hand caught and lost forefinger.

March 8. — L. F. Pierce, night hostler at engine house, had his arm badly crushed between cylinder of engine and iron handle of turn-table.

March 21. — Captain Gatchell, of schooner C. S. Baylies, while walking on track, was struck by locomotive and head badly cut.

March 24. — A. E. Wilbur, construction man, fell from bridge and received injuries that caused his death in a few hours.

March 26.—Pelatiah Fletcher, while driving over highway crossing, about one and one-half miles east of Ayer Junction, had his team struck by train. Two horses were killed and Mr. Fletcher was thrown off, injuring him about the head and back, but not seriously.

March 30.—John Lyons, walking on track while under the influence of liquor, was struck by engine of passenger-train and injured about the body.

April 6.—Edward Elmer Young jumped from express train. He was drawn under wheels and had both legs cut off, one at ankle, other just below knee.

April 8.—L. G. O'Brien, Edward Hines, Richard Thompson, conductors of freight shifters, and G. W. Cameron, freight brakeman, were standing in switchman's house, when a light yard-engine ran into freight-train pulling out, and threw box car over on the house, completely demolishing it, breaking O'Brien's leg and cutting off one toe. Thompson's right foot badly crushed. Hines' knee some hurt, not seriously. Cameron bruised and sore.

April 10.—W. J. Lynch was struck by passenger-train while walking on track and badly injured.

April 16.—Joseph Cook, brakeman on construction train, fell from train. One leg badly mangled and other injured. Died a few hours after.

April 24.—George Valler, walking on track, stepped in front of a rapidly moving express train and was instantly killed.

May 7.—H. C. Smith, freight brakeman, while coupling cars, had his arm caught between deadwoods and broken.

May 6.—G. M. Hall, freight brakeman, was crushed under tender of engine and killed. Freight train struck a landslide, engine and four cars were derailed, and engine tipped over on Hall.

May 9.—Edwin Plunkett, while walking track, was struck by engine and almost instantly killed. Skull was broken.

May 12.—Owen Durkin, brakeman on construction train, was caught between sills of construction cars, while making a coupling, and instantly killed.

May 12.—Hugh A. Dugan, freight brakeman, while coupling cars, was caught between deadwoods and very severely squeezed about stomach.

May 25.—Isaac Kilduff, trespasser, while walking on track near River-view Station, was struck by train. Had right arm broken, left leg injured, and died a short time after.

June 6.—William Powell, freight brakeman, while coupling engine on flat car, had his hand caught, crushing two fingers.

June 4.—William O'Neill, trespasser, apparently asleep on the rails between Charles River and Warren Avenue, Charlestown, was struck by engine and instantly killed.

June 11.—Benjamin Merchant, passenger conductor, while hanging off lower step of car, was struck by a switch target, receiving a bad cut just back of ear. Not fatally injured.

June 15.—R. S. King, freight brakeman, while attempting to get on a moving car, fell to the ground, breaking his arm.

June 20.—S. D. Smith, freight-yard and shifting conductor, while attempting to make a hitch between dump car and passenger car, was caught between the cars and so badly squeezed between back and chest that he died that day.

June 18.—Chas. Buckman attempted to board a moving freight-train, fell under the wheels and had his left arm and shoulder badly crushed.

June 24. — Edmund H. Collins, passenger-yard shifting brakeman, while standing between rails with his back to engine, was struck and had his skull broken and leg crushed. Died an hour or two after.

June 29. — Frank Robinson, 13 or 15 years old, while playing between cars, had his head caught between deadwoods and was instantly killed.

June 29. — Henry Wood, freight brakeman, while running to catch a car which was detached from a shifting engine, was caught between car and platform and rolled around and out. Extent of injuries not known.

July 1. — M. Gates, freight brakeman, while making a hitch, caught finger between deadwoods. Finger was amputated.

July 1. — Alfred Newton, employee on signals, fell from step of passenger car and received face injury, not considered serious.

July 6. — William Kline, freight brakeman, while making a coupling, had his arm caught between engine buffer and deadwood of car. Arm was badly cut; no bones broken.

July 19. — William Connors was found lying near track at Bemis in an unconscious condition, with large gash on his head. Supposed to have been struck by train.

July 22. — John Gavin, section track-walker, while walking on track, was struck by a freight car and instantly killed.

August 5. — Lyman Lanfair, while walking track, was struck by engine and instantly killed.

August 5. — Charles Green, locomotive engineer on Boston & Maine R. R., stepped back, directly in front of Fitchburg engine, at point where the eastern division of Boston & Maine crosses Fitchburg tracks. He was struck by engine, breaking his shoulder and one of his ribs.

August 3. — W. Cameron, freight brakeman, had thumb caught between deadwoods, while coupling lumber cars, and crushed.

August 4. — Martin Emerton, freight brakeman, while coupling, had his hand caught between deadwoods and badly jammed.

August 6. — William Jones either fell or jumped from express train, between Royalston and Athol, and was killed.

August 7. — Warren F. Smith, supposed to be of East Cambridge, was found in Fitchburg yard with leg cut off. Cause of accident unknown.

August 26. — John Nason jumped from passenger-train just west of Somerville. Received a bad gash on head.

August 25. — Azarie Bienvenuc, while walking track, was struck by freight-train and thrown under cars. His left foot was cut off and collar-bone broken.

August 26. — Charles E. Brooks, freight brakeman, fell from top of moving train. Was run over and instantly killed.

August 27. — George Thompson, fireman, while standing beside his engine, oiling up, was instantly killed by switching engine coming in contact with his engine.

August 25. — Edward Barry jumped from moving train and broke his leg.

September 3. — H. P. Bishop, freight conductor, while standing on track in front of passenger depot in North Adams, was struck by switching engine and instantly killed.

September 5. — Engine, with no cars attached, ran into rear end of freight-train at Williamstown. Engineer E. J. Mullaney jumped before collision, receiving bad gash on head and broken arm. Brakeman Thomas Dempsey,

riding on pilot, jumped, receiving broken shoulder-blade. F. W. Speare, fireman, jumped, receiving slight bruises on nose. James Varley stayed on engine and was not injured.

September 25.—Daniel H. Whittum, station baggage-master of Waltham, stepped in front of an approaching passenger-train, and was struck by engine and seriously injured. Surgeon says base of brain fractured. Died September 28.

September 27.—William H. Linscott, freight brakeman, was killed in the wreck of a derailed freight-train.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	58 ³ / ₁₀ tons.
Average weight of locomotives in working order, . . .	35 ¹ / ₂ "
Maximum weight of tenders full of fuel and water, . . .	35 "
Average weight of tenders full of fuel and water, . . .	26 "
Maximum weight of passenger-cars, . . .	23 "
Average weight of passenger-cars, . . .	20 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight-cars, . . .	10 "
Average weight of 4-wheel box freight-cars, . . .	4 ¹ / ₂ "
Average weight of 8-wheel platform-cars, . . .	7 ¹ / ₂ "
Average weight of 4-wheel platform-cars, . . .	3 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 feet 9 in.
Total length of heaviest engine and tender over all, . . .	57 " 9 "
Number of miles of telegraph owned by company, . . .	94 miles.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company, . . .	194 "
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Ashburnham Junction to Ashburnham, . . .	2.59 "

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Worcester, . . .	Plate Girder.	Iron.	48 feet.	Aug., 1887.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . . .	13
Aggregate length of same for single track (1,034 feet).	
Aggregate length of same for double track (904 feet).	
Aggregate length of same for triple track (2,427 feet).	
Number of spans of iron bridges of 25 feet and upwards,* . . .	16
Aggregate length of same for single track (415 feet).	
Aggregate length of same for double track (580 feet).	
Aggregate length of same for triple track (45 feet).	
Number of spans of timber bridges of 25 feet and upwards,* . . .	3
Aggregate length of same for single track (97 feet).	
Aggregate length of same for double track (25 feet).	
Aggregate length of same for triple track (44 feet).	
Number of crossings of highways at grade, * . . .	211
Number of crossings of highways over railroad, . . .	28
Number of crossings of highways under railroad, . . .	21

* In Massachusetts, on miles road owned.

Number of highway bridges 18 feet above track,	8
Number of highway bridges less than 18 feet above track,	20
Height of lowest bridge above the rail,	14 feet 6 in.
Number of crossings at which gates or flagmen are maintained,	82
Number of crossings at which electric signals are maintained,	23
Number of crossings at which there are neither signals nor flagmen,	129
Number of railroad-crossings at grade (specifying each):	7
Boston & Maine.	
Boston & Albany.	
Old Colony at Concord.	
Worcester, Nashua & Rochester at Ayer.	
Worcester, Nashua & Rochester at Worcester.	
Eastern.	
Old Colony at Fitchburg.	
Number of railroad-crossings over other railroads (specifying each):	1
Boston & Albany at North Adams.	
Number of railroad-crossings under other railroads (specifying each):	3
Boston & Lowell.	
Central Massachusetts, Weston.	
Central Massachusetts, Hudson.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	1.96 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.02 "
Rate of fare on mileage tickets (1,000 miles);	2.00 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.69 "
Average rate of fare per mile <i>received</i> from all passengers,	1.89 "
Average rate of local freight per ton per mile,	2.99 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . . . .	.89 "
Average rate of freight per ton per mile <i>received</i> from all freight,	1.13 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	1,709,898
Passengers from Boston (including season),	1,680,817
Season-ticket passengers to and from Boston,	150,932

CAPITAL STOCK.

Capital stock authorized by charter: \$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminal at Boston.	
Capital stock authorized by votes of company: Common, \$7,000,000; preferred, \$13,775,100,	\$20,775,100 00
Capital stock issued: Common, \$70,000; preferred, \$124,378 (number of shares, 194,378); amount paid in,	\$19,437,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY:	
Common, \$7,000,000; preferred, \$12,437,800,	19,437,800 00
Total number of stockholders: Common, 2; preferred, 3,675,	3,677
Number of stockholders in Massachusetts: Common, 1; preferred, 3,181,	3,182
Amount of stock held in Massachusetts: Common, \$5,000,000; preferred, \$8,286,900,	\$13,286,900 00

DEBT.

Funded debt, as follows:—

Bonds due April 1, 1894, rate of interest 7 per cent., . . .	\$500,000 00
Interest paid on same during year, . . . \$35,000 00	
Bonds due Oct. 1, 1897, rate of interest 6 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$30,000 00	
Bonds due Oct. 1, 1899, rate of interest 5 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due Oct. 1, 1900, rate of interest 5 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due Oct. 1, 1901, rate of interest 5 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due April 1, 1902, rate of interest 5 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due April 1, 1903, rate of interest 5 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due March 1, 1904, rate of interest 4 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$20,000 00	
Bonds due June 1, 1905, rate of interest 4 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$20,000 00	
Bonds due Feb. 1, 1937, rate of interest 3 per cent., . . .	5,000,000 00
Interest paid on same during year, . . . \$100,000 00	
Bonds due April 1, 1907, rate of interest 4 per cent., . . .	1,250,000 00
Interest paid on same during year, . . . \$25,000 00	
Bonds due Sept. 1, 1897, rate of interest 4½ per cent., . . .	1,250,000 00
Interest paid on same during year, . . . \$4,687 50	
B. B. & G. first mortgage bonds due April 1, 1893, rate of interest 7 per cent., . . .	91,300 00
Interest paid on same during year, . . . \$6,391 00	
B. B. & G. first mortgage bonds due April 1, 1893, rate of interest 5 per cent., . . .	299,700 00
Interest paid on same during year, . . . \$14,985 00	
B. B. & G. second mortgage bonds due July 1, 1895, rate of interest 3 per cent., . . .	186,300 00
Interest paid on same during year, . . . \$5,589 00	
B. B. & G. third mortgage bonds due July 1, 1895, rate of interest 6 per cent., . . .	57,300 00
Interest paid on same during year, . . . \$3,438 00	
B., H. T. & W. R'y debenture bonds due Sept. 1, 1913, rate of interest 5 per cent., . . .	1,400,000 00
Interest paid on same during year, . . . \$23,333 33	
Ashburnham R. R. first mortgage bonds due July 1, 1887, rate of interest 6 per cent., . . .	6,000 00
Interest paid on same during year, . . . \$360 00	
H. T., D. & El. mortgage note due April 5, 1892, rate of interest 4 per cent., . . .	500,000 00
Interest paid on same during year, . . . \$9,444 44	
TOTAL AMOUNT OF FUNDED DEBT,	\$14,540,600 00

NAME AND RESIDENCE OF OFFICERS.

E. B. Phillips, *President*, Boston, Mass. George A. Torrey, *General Counsel*, Boston, Mass. John Whitmore, *General Traffic Manager*, Boston, Mass. C. S. Anthony, *Auditor*, Waltham, Mass. John Adams, *General Superintendent*, Boston, Mass. C. L. Hartwell, *General Freight Agent*, Waltham, Mass. J. R. Watson, *General Passenger Agent*, Boston, Mass. Daniel A. Gleason, *Treasurer*, West Medford, Mass. Thomas Whittemore, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. B. Phillips, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. David P. Kimball, Boston, Mass. A. Kountze, New York City, N. Y. F. L. Ames, Easton, Mass. Robert Codman, Boston, Mass. Franklin N. Poor, Somerville, Mass. J. Q. Adams, Quincy, Mass. James Renfrew, Jr., Adams, Mass. Daniel Robinson, Troy, N. Y. George Heywood, Concord, Mass.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

E. B. PHILLIPS,
ROBERT CODMAN,
RODNEY WALLACE,
FRANKLIN N. POOR,
C. T. CROCKER,
J. Q. ADAMS,
DAVID P. KIMBALL,
A. KOUNTZE,
GEO. HEYWOOD,

Directors.

DAN. A. GLEASON,

Treasurer.

JOHN ADAMS,

General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 21, 1887. Then personally appeared E. B. Phillips, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, J. Q. Adams, David P. Kimball, A. Kountze, George Heywood, Daniel A. Gleason and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITEMORE,

Justice of the Peace.

REPORT

OF THE

GRAFTON CENTRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$6,800 19
Total expense (including taxes),	5,758 52
Net income,	1,041 67
Balance for the year (surplus),	1,041 67
Balance at commencement of year,	\$6,878 01
Deduct :—	
By payments and adjustment during the year,	6,378 01
Balance Sept. 30, 1887 (surplus),	1,041 67
ANALYSIS OF EARNINGS.	
From local passengers,	\$4,168 69
express and extra baggage,	566 28
mails,	400 00
Total earnings from passenger department,	5,134 97
From local freight,	1,665 22
Total earnings from freight department,	1,665 22
TOTAL TRANSPORTATION EARNINGS,	6,800 19
TOTAL INCOME FROM ALL SOURCES,	\$6,800 19
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$225 00
Stationery and printing,	41 77
Contingencies and miscellaneous,	719 41
Repairs of road-bed and track,	1,477 58
Repairs of locomotives,	410 73
Fuel for locomotives,	798 77
Oil and waste,	62 18
Locomotive service,	684 00
Passenger-train service,	642 00
Agents and station service,	697 08
TOTAL OPERATING EXPENSES,	\$5,758 52
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
TOTAL FOR CONSTRUCTION (by contract),	\$44,348 53
TOTAL FOR EQUIPMENT (by contract),	10,000 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,*	\$54,348 53

* Road changed from narrow to standard gauge during the year.

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$83,594 51	
Cost of equipment,	15,025 69	
TOTAL PERMANENT INVESTMENTS,		\$98,620 20
Cash,	\$1,339 97	
Materials and supplies,	981 50	
Debit balances,	100 00	
TOTAL CASH ASSETS,		2,421 47
TOTAL ASSETS,		\$101,041 67
LIABILITIES.		
Capital stock,	\$50,000 00	
Funded debt,	50,000 00	
Profit & Loss balance,	1,041 67	
TOTAL LIABILITIES,		\$101,041 67

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	14,304
TOTAL TRAIN MILEAGE,	14,304
Number of local passengers (including season),	39,100
TOTAL NUMBER OF PASSENGERS CARRIED,	39,100
Local passenger mileage (local passengers carried one mile),	117,300
TOTAL PASSENGER MILEAGE,	117,300
Average number of persons employed,	8

DESCRIPTION OF ROAD.

Main line of road from North Grafton to Grafton Centre,	3.0 miles.
Main line of road in Massachusetts,	3.0 "
Sidings and other tracks not above enumerated, . . . . .	.1 "
Same in Massachusetts, . . . . .	.1 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	3.1 "
Same in Massachusetts,	3.1 "
Total length of steel rails in tracks, not including steel-top rails,	3.1 "
[Weights per yard, 40 pounds.]	
Total miles of road operated by this company,	3.0 "
Total miles of road operated by this company in Massachusetts,	3.0 "
Number of stations in Massachusetts on all roads operated by this company,	1
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1

EQUIPMENT.

Number of locomotives,	1
Number of passenger-cars,	1
Number of other cars,	2

GENERAL INFORMATION.

If road was first opened for operation during the past year, state the date. Rebuilt this year, standard gauge, and opened for business Sept. 1, 1887.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, .	1
Aggregate length of same for single track (50 feet).	
Number of crossings of highways at grade,	6
Number of crossings at which there are neither signals nor flagmen,	6

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	5 cents.
Average rate of fare per mile received from all passengers,	34 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.084 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$50,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued (number of shares, 500); amount paid in,	\$50,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	50,000 00
Total number of stockholders,	13
Number of stockholders in Massachusetts,	13
Amount of stock held in Massachusetts,	\$50,000 00

DEBT.

Funded debt, as follows:—	
First mortgage bonds due May 1, 1907, rate of interest 5 per cent.,	\$50,000 00

NAME AND RESIDENCE OF OFFICERS.

Edward P. Usher, *President*, Lynn, Mass. Charles B. Powers, *Superintendent*, Grafton, Mass. Alden A. Howe, *Treasurer*, Grafton, Mass. Albert G. Morse, *Clerk of Corporation*, Grafton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edward P. Usher, Lynn, Mass. Horace S. Warren, Grafton, Mass. Herbert F. Allen, Grafton, Mass. Daniel N. Gibbs, Grafton, Mass. George W. Fisher, Grafton, Mass. J. Albert Walker, Boston, Mass. Henry B. Sprague, Lynn, Mass. Albert G. Morse, Boston, Mass. Frank W. Morse, Boston, Mass.

PROPER ADDRESS OF THE COMPANY,
GRAFTON CENTRE RAILROAD COMPANY,
GRAFTON, MASS.

EDWARD P. USHER,
GEO. W. FISHER,
DANIEL N. GIBBS,
HORACE S. WARREN,
HERBERT F. ALLEN,
Directors.
ALDEN A. HOWE,
Treasurer.
CHARLES B. POWERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. GRAFTON, Nov. 4, 1887. Then personally appeared Edward P. Usher, Horace S. Warren, Herbert F. Allen, Daniel N. Gibbs, George W. Fisher, Alden A. Howe and Charles B. Powers, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY F. WING,

Justice of the Peace.

REPORT

OF THE

HANOVER BRANCH RAILROAD COMPANY,

FOR THE NINE MONTHS ENDING JUNE 30, 1887.

[This road was sold to the Old Colony Railroad Company June 30, 1887, and the operations for the balance of the year appear in the returns of that company.]

GENERAL EXHIBIT FOR NINE MONTHS ENDING JUNE 30, 1887.	
Total income,	\$42,402 45
Total expense (including taxes),	22,315 54
Net income,	20,086 91
Interest accrued during year:	520 83
On funded debt, \$520 83	
Dividends declared (6 per cent.),	7,428 00
Balance for the year (surplus),	12,138 08
Balance at commencement of year, \$140,680 36	
Add: Amount received from sale of property, 123,950 00	
	264,630 86
[\$123,800 of above paid to stockholders as a dividend from sale of property; balance (\$150), miscellaneous receipts.]	
Deduct: —	
Construction account, \$194,826 66	
Equipment account, 71,312 69	
Land and telephone, 2,593 90	
	268,733 25
Balance at commencement of year as so changed (deficit),	\$4,102 89
Balance Sept. 30, 1887 (surplus),	8,035 19
ANALYSIS OF EARNINGS.	
From local passengers,	\$6,782 08
through passengers (to and from other roads),	11,760 18
express and extra baggage,	1,626 97
mails,	442 45
Total earnings from passenger department,	22,611 68
From local freight,	1,385 36
through freight (to and from other roads),	14,800 59
Total earnings from freight department,	16,185 95
TOTAL TRANSPORTATION EARNINGS,	36,797 63
Income from all other sources, viz.:	5,604 82
Material sold, \$5,340 22	
Cancelled policies, 114 60	
Miscellaneous, 150 00	
TOTAL INCOME FROM ALL SOURCES,	\$42,402 45

ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$856 20
Insurance,	192 20
Stationery and printing,	35 25
Contingencies and miscellaneous,	759 45
Repairs of buildings,	290 41
Renewal of ties,	1,819 15
Repairs of road-bed and track,	2,658 69
Repairs of locomotives,	1,338 32
Fuel for locomotives,	2,025 37
Oil and waste,	277 84
Locomotive service,	1,232 44
Repairs of passenger-cars,	921 45
Passenger-train service,	1,467 43
Passenger-train supplies,	115 27
Repairs of freight-cars,	1,655 57
Freight-train service,	2,334 43
Freight-train supplies,	34 36
Agents and station service,	2,200 77
Station supplies,	243 39
TOTAL OPERATING EXPENSES,	\$20,457 49
Taxes,	1,858 05
TOTAL OPERATING EXPENSES AND TAXES,	\$22,315 54

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	17,525
Freight-train mileage,	3,800
TOTAL REVENUE-TRAIN MILEAGE,	21,325
TOTAL TRAIN MILEAGE,	21,325
Number of season-ticket passengers,	9,627
Number of local passengers (including season),	41,752
Number of through passengers (to and from other roads),	61,160
TOTAL NUMBER OF PASSENGERS CARRIED,	102,912
Local passenger mileage (local passengers carried one mile),	201,019
Through passenger mileage (through passengers carried one mile),	374,500
TOTAL PASSENGER MILEAGE,	575,519
Number tons local freight,	3,848
Number tons through freight (to and from other roads),	35,750
TOTAL NUMBER TONS FREIGHT CARRIED,	39,598
Local freight mileage (tons local freight carried one mile),	36,379
Through freight mileage (tons through freight carried one mile),	205,881
TOTAL FREIGHT MILEAGE,	242,260
Average weight of passenger-trains (exclusive of passengers),	73½ tons.
Average number of cars in passenger-trains,	2
Average weight of freight-trains (exclusive of freight),	78 tons.
Average number of cars in freight-train,	8
Average number of persons employed,	31
DESCRIPTION OF ROAD.	
Main line of road from North Abington to Hanover,	8 miles.
Main line of road in Massachusetts,	8 "
Total road belonging to this company,	8 "
Sidings and other tracks not above enumerated,	1 "
Same in Massachusetts,	1 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9 "
Same in Massachusetts,	9 "

Total length of steel rails in tracks, not including steel-top rails,	6 miles.
[Weights per yard, 56 pounds.]	
Total miles of road operated by this company,	8 "
Total miles of road operated by this company in Massachusetts,	8 "
Number of stations in Massachusetts on all roads operated by this company,	4
Number of telegraph offices in same,	1
Number of stations on all roads owned by this company,	4
Same in Massachusetts,	4
EQUIPMENT.	
Number of locomotives,	3
Number of passenger-cars,	4
Number of baggage, mail, and express cars,	2
Number of freight-cars (basis of 8 wheels),	18
CAPITAL STOCK.	
Capital stock authorized by charter,	\$160,000 00
Capital stock authorized by votes of company,	160,000 00
Capital stock issued (number of shares, 1,238); amount paid in,	\$123,800 00
Capital stock paid in on shares not issued (number shares, 6),	150 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	123,950 00
Total number of stockholders,	73
Number of stockholders in Massachusetts,	72
Amount of stock held in Massachusetts,	\$122,800 00

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. Y. Perry, South Hanover, Mass. L. C. Waterman, South Scituate, Mass.
 E. Q. Sylvester, Hanover, Mass. Albert Culver, Rockland, Mass. Lewis
 Reed, Rockland, Mass.

PROPER ADDRESS OF THE COMPANY.

HANOVER BRANCH RAILROAD COMPANY,
 ROCKLAND, MASS.

E. Y. PERRY,
 ALBERT CULVER,
 LEWIS REED,

Directors.

ALBERT CULVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. ROCKLAND, Nov. 16, 1887. Then personally appeared E. Y. Perry and Albert Culver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ZENAS JENKINS,
Justice of the Peace.

REPORT

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the New Haven & Northampton Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$26,699 65
Total expense (including taxes),	2,736 89
Net income,	23,962 76
Interest accrued during year:	17,600 00
On funded debt, \$17,600 00	
Dividends declared (3½ per cent.),	9,100 00
Balance for the year (deficit),	2,737 24
Balance at commencement of year, \$12,382 00	
Add: Account settled, 367 91	
Balance at commencement of year as so changed,	12,749 91
Balance Sept. 30, 1887 (surplus),	10,012 67
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$155 00
Contingencies and miscellaneous (including State tax),	2,581 89
TOTAL EXPENSES AND TAXES,	\$2,736 89
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$522,268 89
Due from agents and companies,	9,370 64
TOTAL ASSETS,	\$531,639 53
LIABILITIES.	
Capital stock,	\$260,000 00
Funded debt,	260,000 00
Unfunded debt, viz.	1,626 86
Vouchers and accounts, \$1,626 86	
Profit & Loss balance,	10,012 67
TOTAL LIABILITIES,	\$531,639 53

DESCRIPTION OF ROAD.

Main line of road from Holyoke to Westfield,	10.32 miles.
Main line of road in Massachusetts,	10.32 "
Branches owned by company, viz : —	
Side tracks to mills, single track,	6.90 "
Total length of branches owned by company,	6.90 "
Total length of branches owned by company in Massachusetts,	6.90 "
Total road belonging to this company,	17.22 "
Same in Massachusetts,	17.22 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	17.22 "
Same in Massachusetts,	17.22 "

BRIDGES.

Number of crossings of highways at grade,	5
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	9
Number of highway bridges 18 feet above track,	3
Number of highway bridges less than 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	3

CAPITAL STOCK.

Capital stock authorized by charter,	\$350,000 00
Capital stock authorized by votes of company,	260,000 00
Capital stock issued (number of shares, 2,600); amount paid in,	\$260,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	260,000 00
Total number of stockholders,	15
Number of stockholders in Massachusetts,	14
Amount of stock held in Massachusetts,	\$240,000 00

DEBT.

Funded debt, as follows : —

First mortgage bonds due April, 1891, rate of interest 7 per cent.,	\$200,000 00
Interest paid on same during year,	\$14,000 00
Second mortgage bonds due April, 1898, rate of interest 6 per cent.,	60,000 00
Interest paid on same during year,	\$3,600 00
TOTAL AMOUNT OF FUNDED DEBT,	\$260,000 00

NAME AND RESIDENCE OF OFFICERS.

Timothy Merrick, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. William A. Prentiss, *Treasurer*, Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Timothy Merrick, James Ramage, W. B. C. Pearsons, James H. Newton, L. A. O'Neill, J. K. McCarthy, D. O'Neill, A. H. Ryan, John Cleary, — all of Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY.
HOLYOKE & WESTFIELD RAILROAD COMPANY,
HOLYOKE, MASS.

TIMOTHY MERRICK,
LAWRENCE A. O'NEILL,
JAMES H. NEWTON,
JOHN CLEARY,
W. B. C. PEARSONS,

Directors.

WM. A. PRENTISS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 23, 1887. Then personally appeared Timothy Merrick, Lawrence A. O'Neill, James H. Newton, John Cleary, Wm. A. Prentiss and W. B. C. Pearsons, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. D. O'BRIEN,

Justice of the Peace.

REPORT

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.*

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$9,209 05
Total expense,	9,209 05
Interest accrued during year:	2,050 00
On funded debt, \$2,050 00	
Balance for the year (deficit),	2,050 00
Balance Sept. 30, 1887 (deficit),	2,050 00
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,705 64
express and extra baggage,	169 78
mails,	357 29
Total earnings from passenger department,	2,232 71
From local freight,	6,976 34
Total earnings from freight department,	6,976 34
TOTAL INCOME FROM ALL SOURCES,	9,209 05
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$964 99
Legal expenses,	58 01
Insurance,	79 11
Stationery and printing,	48 21
Repairs of road-bed and track,	3,129 29
Fuel for locomotives,	873 75
[Cords of wood, 233 at \$3.75.]	
Oil and waste,	181 20
Rent of rolling stock, the same kept in repair by the owner,	1,800 00
Mixed train service, including locomotive,	1,235 10
Loss and damage, freight and baggage,	3 65
Agents and station service,	885 74
TOTAL OPERATING EXPENSES,	\$9,209 05
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$95,000 00
Profit & Loss balance,	2,050 00
TOTAL ASSETS,	\$97,050 00

* This road in Massachusetts is illegally operated.

LIABILITIES.		
Capital stock,		\$50,000 00
Unfunded debt, viz. :		47,050 00
Interest unpaid,	\$2,050 00	
Notes payable,	45,000 00	
TOTAL LIABILITIES,		\$97,050 00

MILEAGE, TRAFFIC, ETC.		
Mixed-train mileage,		8,282
Local passenger mileage (local passengers carried one mile), estimate,		42,641
Number tons local freight,		1,631½
Number tons through freight (to and from other roads),		5,852½
TOTAL NUMBER TONS FREIGHT CARRIED,		7,484½
Local freight mileage (tons local freight carried one mile),		3,014½
Through freight mileage (tons through freight carried one mile),		73,531
TOTAL FREIGHT MILEAGE,		76,545½
Average number of cars in mixed train,		4
Average number of persons employed,		16

DESCRIPTION OF ROAD.		
Main line of road from Hoosac Tunnel, Mass., to State Line of Vermont,		8 miles.
Main line of road in Massachusetts,		8 "
Total road belonging to this company,		8 "
Sidings and other tracks not above enumerated,		1 mile.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		9 miles.
Total length of steel rails in tracks, not including steel-top rails,		9 "
[Weights per yard, 80 pounds.]		
Total miles of road operated by this company,		11 "
Total miles of road operated by this company in Massachusetts,		8 "
Number of stations in Massachusetts on all roads operated by this company,		4
Number of stations on all roads owned by this company,		4
Same in Massachusetts,		4

EQUIPMENT.		
Number of locomotives,		2
Number of combination cars,		4
Number of freight-cars (basis of 8 wheels),		29

GENERAL INFORMATION.		
Maximum weight of locomotives in working order (1),		12 tons.
Average weight of locomotives in working order (1),		15 "
Maximum weight of combination cars, estimate,		16,000 lbs.
Average weight of combination cars, estimate,		10,000 "
Average weight of 8-wheel box freight-cars, estimate,		12,000 "
Average weight of 8-wheel platform-cars, estimate,		8,000 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union — 8 miles.		

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	4.4 cents.
Average rate of fare per mile received from all passengers,	4 "
Average rate of local freight per ton per mile,	10 "
Average rate of freight per ton per mile received from all freight,	9.21 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$50,000 00
Capital stock issued (number of shares, 500); amount paid in,	\$50,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	50,000 00
Total number of stockholders,	25
Number of stockholders in Massachusetts,	23
Amount of stock held in Massachusetts,	\$47,500 00
DEBT.	
Funded debt, as follows:—	
Certificates of indebtedness,	\$45,000 00

NAME AND RESIDENCE OF OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. John C. Newton, *General Manager*, Holyoke, Mass. John C. Newton, *Treasurer*, Holyoke, Mass. Ernest P. Cox, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Daniel H. Newton, Holyoke, Mass. John C. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. George W. Millar, New York City, N. Y. Charles S. Newton, New Bedford, Mass. Anson B. Cross, Readsboro, Vt. Clarence C. Cogswell, Northampton, Mass. James Ramage, Holyoke, Mass. George C. Gill, Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
HOLYOKE, MASS.

DANIEL H. NEWTON,
MOSES NEWTON,
GEORGE C. GILL,
JOHN C. NEWTON,
Directors.
JOHN C. NEWTON,
Treasurer.
JOHN C. NEWTON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 31, 1887. Then personally appeared Daniel H. Newton, Moses Newton and George C. Gill, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. W. CHAPIN,
Justice of the Peace.

HAMPDEN, ss. Nov. 1, 1887. Then personally appeared John C. Newton, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

E. W. CHAPIN,
Justice of the Peace.

REPORT

OF THE

HORN POND BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This is merely the track of an ice company, and used only for the transportation of its ice.
It is operated by the Boston & Lowell Railroad Corporation.]

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$15,238 46
TOTAL ASSETS,	\$15,238 46
LIABILITIES.	
Capital stock,	\$2,000 00
Profit & Loss balance,	13,238 46
TOTAL LIABILITIES,	\$15,238 46
DESCRIPTION OF ROAD.	
Main line of road from Woburn Branch to Horn Pond, . . . . .	.663 miles.
Main line of road in Massachusetts, . . . . .	.663 "
Total road belonging to this company, . . . . .	.663 "
Sidings and other tracks not above enumerated, . . . . .	.076 "
Same in Massachusetts, . . . . .	.076 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	.739 "
Same in Massachusetts, . . . . .	.739 "
BRIDGES.	
Number of crossings of highways at grade,	1
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	1
CAPITAL STOCK.	
Capital stock authorized by charter,	\$40,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock issued (number of shares, 100); amount paid in,	\$2,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	2,000 00
Total number of stockholders,	9
Number of stockholders in Massachusetts,	9
Amount of stock held in Massachusetts,	\$2,000 00

NAME AND RESIDENCE OF OFFICERS.

Horace O. Bright, *President*, Cambridge, Mass. Frank J. Bartlett, *Treasurer*, Malden, Mass. William H. Preston, *Clerk of Corporation*, Somerville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. O. Bright, Cambridge, Mass. James H. Reed, Boston, Mass. Francis Hall, Boston, Mass. Nelson Bartlett, Boston, Mass. Charles O. Gage, Arlington, Mass.

PROPER ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,
76 STATE STREET, BOSTON, MASS.

HORACE O. BRIGHT,
FRANCIS HALL,
JAS. H. REED,

Directors.

FRANK J. BARTLETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 12, 1887. Then personally appeared Horace O. Bright, Francis Hall, James H. Reed and Frank J. Bartlett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. N. PIPER,

Notary Public.

REPORT

OF THE

LOWELL & ANDOVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$53,293 32
Total expense (including taxes),	388 66
Net income,	52,904 66
Interest accrued during year:	10,728 34
On funded debt, \$10,728 34	
Dividends declared (7 per cent.),	35,000 00
Balance for the year (surplus),	7,176 32
Balance at commencement of year,	110,602 31
Balance Sept. 30, 1887 (surplus),	117,778 63
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$52,500 00
Income from all other sources, viz.:	793 32
Interest on daily balance in bank, \$777 32	
Rent of building, 5 00	
Stone and gravel, 11 00	
TOTAL INCOME FROM ALL SOURCES,	\$53,293 32
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$125 00
Legal expenses,	247 50
Contingencies and miscellaneous,	1 25
TOTAL EXPENSES,	\$373 75
Taxes,	14 91
TOTAL EXPENSES AND TAXES,	\$388 66
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$754,695 94
Cash,	41,082 69
TOTAL ASSETS,	\$795,778 63

LIABILITIES.	
Capital stock,	\$500,000 00
Funded debt,	178,000 00
Profit & Loss balance,	117,778 63
TOTAL LIABILITIES,	\$795,778 63
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Other liabilities, viz.:	
Land damages — estimated,	\$5,000 00
<hr/>	
DESCRIPTION OF ROAD.	
Main line of road from Lowell to Lowell Junction in Andover,	8.73 miles.
Main line of road in Massachusetts,	8.73 "
Double track on main line,	8.73 "
Same in Massachusetts,	8.73 "
Branches owned by company, viz.:	
To Framlingham & Lowell R. R., single track,	1.15 "
To Boston & Lowell, single track, . . . . .	.22 "
Total length of branches owned by company,	1.37 "
Total length of branches owned by company in Massachusetts,	1.37 "
Total road belonging to this company,	10.10 "
Sidings and other tracks not above enumerated,	3.94 "
Same in Massachusetts,	3.94 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	22.77 "
Same in Massachusetts,	22.77 "
Total length of steel rails in tracks, not including steel-top rails,	17.46 "
Number of stations on all roads owned by this company,	6
Same in Massachusetts,	6
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	6
Number of spans of iron bridges of 25 feet and upwards,	2
Aggregate length of same for single track (90.7 feet).	
Number of spans of timber bridges of 25 feet and upwards,	7
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	2
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagmen are maintained,	9
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	3
Number of railroad-crossings over other railroads (specifying each):	2
One crossing over the Boston & Lowell and Lowell & Lawrence in the city of Lowell.	
One crossing over the Lowell & Lawrence R. R. in the town of Tewksbury.	
CAPITAL STOCK.	
Capital stock authorized by charter,	Unlimited.
Capital stock authorized by votes of company,	\$500,000 00
Capital stock issued (number of shares, 5,000); amount paid in,	\$500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	500,000 00

Total number of stockholders,	140
Number of stockholders in Massachusetts,	180
Amount of stock held in Massachusetts,	\$465,200 00

DEBT.

Funded debt, as follows:—

Bonds due July 1, 1894, rate of interest 6 per cent.,	\$178,000 00
Interest paid on same during year,	\$10,728 84

NAME AND RESIDENCE OF OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Benjamin Walker, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frederick Ayer, Lowell, Mass. Arthur P. Bonney, Lowell, Mass. Jacob Nichols, Lowell, Mass. Frederick F. Ayer, Lowell, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates, Lowell, Mass. E. M. Sargent, Lowell, Mass. George Ripley, Andover, Mass. James T. Furber, Lawrence, Mass. Benjamin Walker, Lowell, Mass.

PROPER ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

FREDERICK AYER,
ARTHUR P. BONNEY,
JACOB NICHOLS,
OLIVER H. MOULTON,
PRESCOTT C. GATES,
E. M. SARGENT,
Directors.
BENJ. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 7, 1887. Then personally appeared Frederick Ayer, Arthur P. Bonney, Jacob Nichols, Oliver H. Moulton, Prescott C. Gates, E. M. Sargent and Benjamin Walker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L A. CHASE,
Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$5,612 69
Total expense (including taxes),	3,316 81
Net income,	2,295 88
Interest accrued during year:	2,000 00
On funded debt, \$2,000 00	
Balance for the year (surplus),	295 88
Balance at commencement of year,	27,609 06
Balance Sept. 30, 1887 (surplus),	27,904 94
ANALYSIS OF EARNINGS.	
From local passengers,	\$5,056 30
mails and express,	222 00
Total earnings from passenger department,	5,278 30
From local freight,	334 39
Total earnings from freight department,	334 39
TOTAL INCOME FROM ALL SOURCES,	5,612 69
ANALYSIS OF EXPENSES.	
Insurance,	\$75 00
Stationery and printing,	63 50
Outside agencies and advertising,	85 38
Contingencies and miscellaneous,	42 00
Repairs of buildings,	20 02
Repairs of road-bed and track,	769 23
Repairs of locomotives,	440 08
Fuel for locomotives,	214 66
Oil and waste,	52 72
Locomotive service,	561 25
Repairs of passenger-cars,	53 97
Passenger-train service,	369 80
Passenger-train supplies,	12 98
Loss and damage, freight and baggage,	5 25
Agents and station service,	512 50
Station supplies,	4 05
TOTAL OPERATING EXPENSES,	\$3,282 34
Taxes,	34 47
TOTAL OPERATING EXPENSES AND TAXES,	\$3,316 81

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$91,512 09	
Cost of equipment,	14,086 00	
Lands in Edgartown,	8,871 24	
Furniture,	130 39	
TOTAL PERMANENT INVESTMENTS,		\$109,099 72
Cash,	\$12 87	
Due from receipts in hands of the president to pay indebtedness of company,	695 17	
Debit balances,	129 18	
TOTAL CASH ASSETS,		837 22
TOTAL ASSETS,		\$109,936 94
LIABILITIES.		
Capital stock,		\$40,000 00
Funded debt,		40,000 00
Unfunded debt, viz.:		2,032 00
Interest unpaid,	\$2,000 00	
Dividends unpaid,	6 00	
Vouchers and accounts,	26 00	
Profit & Loss balance,		27,904 94
TOTAL LIABILITIES,		\$109,936 94
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		6,298
TOTAL TRAIN MILEAGE,		6,298
Number of local passengers (including season),		20,865
TOTAL NUMBER OF PASSENGERS CARRIED,		20,865
Local passenger mileage (local passengers carried one mile),		147,647
TOTAL PASSENGER MILEAGE,		147,647
Average number of cars in passenger-trains,		2
Average number of persons employed,		10
DESCRIPTION OF ROAD.		
Main line of road from Oak Bluffs to Katama,	8.33 miles.	
Main line of road in Massachusetts,	8 33 "	
Branches owned by company, viz.:—		
Katama to South Beach (single track), . . . . .	.45 "	
Total length of branches owned by company, . . . . .	.45 "	
Total length of branches owned by company in Massachusetts, . . . . .	.45 "	
Total road belonging to this company,	8.78 "	
Sidings and other tracks not above enumerated, . . . . .	.50 "	
Same in Massachusetts, . . . . .	.50 "	
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.28 "	
Same in Massachusetts,	9.28 "	
Total miles of road operated by this company,	8.78 "	
Total miles of road operated by this company in Massachusetts,	8.78 "	
EQUIPMENT.		
Number of locomotives,	1	
Number of passenger-cars,	8	
Number of baggage, mail and express-cars,	1	

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	9 tons.
Maximum weight of passenger-cars,	7 "
Average weight of passenger-cars,	5.2 "
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, .	1
Number of crossings of highways at grade,	4
Number of crossings at which there are neither signals nor flagmen,	4
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, .	3½ cents.
Average rate of fare per mile received from all passengers, .	3¼ "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$40,000 00	
Capital stock authorized by votes of company, . . . 40,000 00	
Capital stock issued (number of shares, 400) amount paid in),	\$40,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	40,000 00
Total number of stockholders, 26	
Number of stockholders in Massachusetts, 23	
Amount of stock held in Massachusetts, . . . \$32,400 00	
DEBT.	
Funded debt, as follows:	
First mortgage bonds, due Nov. 19, 1894, rate of interest 5 per cent.,	\$40,000 00
Interest paid on same during year, . . . \$2,000 00	

NAME AND RESIDENCE OF OFFICERS.

E. P. Carpenter, *President*, Foxborough, Mass. G. A. Carpenter, *General Passenger Agent*, Foxborough, Mass. J. T. Pease, *Treasurer*, Edgartown, Mass. Joel H. Hills, *Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Carpenter, Foxborough, Mass. G. N. Collins, Edgartown, Mass. Henry Ripley, Edgartown, Mass. E. R. Dunham, Edgartown, Mass. J. H. Hills, Newton, Mass. Laban Pratt, Neponset, Mass. Nathaniel M. Jernegan, Cottage City, Mass.

PROPER ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD RAILROAD COMPANY,
EDGARTOWN, MASS.

ERASTUS P. CARPENTER,
JOEL H. HILLS,
LABAN PRATT,
HENRY RIPLEY,

Directors.

J. T. PEASE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

DUKES COUNTY, ss. EDGARTOWN, Nov. 4, 1887. Then personally appeared Henry Ripley and J. T. Pease, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. H. PEASE,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 15, 1887. Then personally appeared Erastus P. Carpenter, Joel H. Hills and Laban Pratt, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

EDWARD I. THOMAS,
Justice of the Peace.

REPORT

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is operated by the Milford & Woonsocket Railroad Company.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$92 16
Land, land damages, and fences,	1,277 79
TOTAL FOR CONSTRUCTION,	\$1,369 95
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$95,153 51
Lands and land damage,	5,962 87
TOTAL PERMANENT INVESTMENTS,	\$101,116 38
TOTAL ASSETS,	\$101,116 38
LIABILITIES.	
Capital stock,	\$100,000 00
Unfunded debt, viz.:	1,116 38
Notes payable,	\$1,000 00
Vouchers and accounts,	116 38
TOTAL LIABILITIES,	\$101,116 38
DESCRIPTION OF ROAD.	
Main line of road from Bellingham to Franklin,	4.600 miles.
Main line of road in Massachusetts,	4.600 "
Total road belonging to this company,	4.600 "
Sidings and other tracks not above enumerated, . . . . .	.407 "
Same in Massachusetts, . . . . .	.407 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	5.007 "
Same in Massachusetts,	5.007 "
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	1
Aggregate length of same for single track (25 feet).	
Number of crossings of highways at grade,	4
Number of highway bridges 18 feet above track,	3
Number of crossings at which there are neither signals nor flagmen,	4

CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in,		\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		100,000 00
Total number of stockholders,	24	
Number of stockholders in Massachusetts,	23	
Amount of stock held in Massachusetts,	\$99,000 00	

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. George Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. Moses Farnum, Franklin, Mass. William F. Draper, Hopedale, Mass. E. S. Draper, Hopedale, Mass. E. K. Ray, Franklin, Mass. J. F. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. George A. Draper, Hopedale, Mass. J. M. Freeman, Franklin, Mass. Hiram Whiting, North Bellingham, Mass. J. B. Bancroft, Hopedale, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

JAMES P. RAY,
JOSEPH G. RAY,
EDGAR K. RAY,
MOSES FARNUM,
JAMES F. RAY,
JAMES M. FREEMAN,
GEORGE W. WIGGIN,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 15, 1887. Then personally appeared James P. Ray, Joseph G. Ray, Edgar K. Ray, Moses Farnum, James F. Ray, James M. Freeman and George W. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$49,841 15
Total expense (including taxes),	45,833 40
Net income,	4,007 75
Interest accrued during year:	4,969 87
On funded debt,	\$1,380 00
On other debt,	3,639 87
Balance for the year (deficit),	962 12
Balance at commencement of year (deficit),	5,729 09
Add:	
For depreciation of rolling stock and material sold to New York & New England R. R. at appraisal valuation:—	
Equipment of locomotives,	12,060 00
Equipment of coaches,	501 01
Material, etc.,	894 97
Balance at commencement of year as so changed (deficit),	20,185 07
Balance Sept. 30, 1887 (deficit),	21,147 19
ANALYSIS OF EARNINGS.	
From local passengers,	\$16,141 52
through passengers (to and from other roads),	9,313 30
express and extra baggage,	1,455 37
mails,	1,108 60
Total earnings from passenger department,	28,018 79
From local freight,	9,583 43
through freight (to and from other roads),	12,167 20
other sources, freight department,	19 73
Total earnings from freight department,	21,772 36
TOTAL TRANSPORTATION EARNINGS,	49,791 15
Income from all other sources,	50 00
TOTAL INCOME FROM ALL SOURCES,	\$49,841 15
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$3,428 17
Legal expenses,	82 00
Insurance,	81 25
Stationery and printing,	433 80
Outside agencies and advertising,	134 62
Contingencies and miscellaneous,	2,705 53
Repairs of bridges (including culverts and cattle-guards),	283 96

Repairs of buildings,	\$457 17
Repairs of fences, road-crossings and signs,	509 61
Renewal of rails,	2,989 77
[Number tons steel laid, 149,118.]	
Renewal of ties,	1,079 94
[Number laid, 3,753.]	
Repairs of road-bed and track,	6,957 48
Repairs of locomotives,	1,718 28
Fuel for locomotives,	6,268 58
[Tons of coal, 1,380,215.]	
Water supply,	450 21
Oil and waste,	232 47
Locomotive service,	4,251 58
Repairs of passenger-cars,	1,141 34
Passenger-train service,	2,772 16
Passenger-train supplies,	62 11
Mileage passenger-cars,	113 19
Repairs of freight-cars,	720 44
Freight-train service,	1,386 01
Freight-train supplies,	20 15
Mileage freight-cars,	545 20
Telegraph expenses,	419 44
Loss and damage, freight and baggage,	32 45
Loss and damage, property and cattle,	50 00
Agents and station service,	5,441 77
Station supplies,	162 06
TOTAL OPERATING EXPENSES,	\$44,875 69
Taxes,	957 71
TOTAL OPERATING EXPENSES AND TAXES,	\$45,833 40
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Turnout at Hopkinton Station, 185 feet,	\$186 80
Land of C. W. Claflin at Hayden Row,	500 00
TOTAL FOR CONSTRUCTION,	\$686 80
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	34,450 01
Equipment sold and charged off.	
NET REDUCTION TO PROPERTY ACCOUNT FOR THE YEAR,	33,763 21
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$171,431 13
TOTAL PERMANENT INVESTMENTS,	\$171,431 13
Cash,	\$328 01
Due from agents and companies,	26,040 59
TOTAL CASH ASSETS,	26,368 60
Profit & Loss balance,	21,147 19
TOTAL ASSETS,	\$218,946 92

LIABILITIES.		
Capital stock,		\$148,600 00
Funded debt,		19,000 00
Unfunded debt, viz.:		51,846 92
Notes payable,	\$49,546 92	
Vouchers and accounts,	1,800 00	
TOTAL LIABILITIES,		\$218,946 92

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		52,632
Freight-train mileage,		18,720
TOTAL REVENUE-TRAIN MILEAGE,		71,352
Switching-train mileage,		7,460
Other train mileage,		1,630
TOTAL TRAIN MILEAGE,		80,503
Number of local passengers (including season),		95,886
Number of through passengers (to and from other roads),		40,399
TOTAL NUMBER OF PASSENGERS CARRIED,		136,285
Local passenger mileage (local passengers carried one mile),		553,237
Through passenger mileage (through passengers carried one mile),		296,322
TOTAL PASSENGER MILEAGE,		848,559
Number tons local freight,		13,806
Number tons through freight (to and from other roads),		37,152
TOTAL NUMBER TONS FREIGHT CARRIED,		50,958
Local freight mileage (tons local freight carried one mile),		90,440
Through freight mileage (tons through freight carried one mile),		322,215
TOTAL FREIGHT MILEAGE,		412,655
Average weight of passenger-trains (exclusive of passengers),		72,000 lbs.
Average number of cars in passenger-trains,		2
Average weight of freight-trains (exclusive of freight),		180,000 lbs.
Average number of cars in freight-train,		10
Average number of persons employed,		45

DESCRIPTION OF ROAD.		
Main line of road from Bellingham to Ashland,		15.327 miles.
Main line of road in Massachusetts,		15.327 "
Total road belonging to this company,		15.327 "
Slidings and other tracks not above enumerated,		1.900 "
Same in Massachusetts,		1.900 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		17.227 "
Same in Massachusetts,		17.227 "
Total length of steel rails in tracks, not including steel-top rails,		5.627 "
[Weights per yard, 56 pounds.]		

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Millford, Franklin & Providence Railroad,	4.67 miles.
Total length of above road,	4.67 "
Total length of above road in Massachusetts,	4.67 "
Total miles of road operated by this company,	19.997 "
Total miles of road operated by this company in Massachusetts,	19.997 "
Number of stations in Massachusetts on all roads operated by this company,	8
Number of stations on all roads owned by this company,	4
Same in Massachusetts,	4

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	1	-	-	-	1	-	1
Others, .	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 8, 1886. — Regular Mixed Train No. 5 struck man sitting on track about 40 rods west of Cherry Street crossing, Ashland, Mass. Name, Patrick Carroll. Died Oct. 10, 1886, from injuries. Coroner's inquest developed fact that said Carroll was under influence of liquor at time of accident. Railroad company exonerated.

February 15, 1887. — Mixed Train No. 6, switching at Franklin, Mass., 12.10 P.M. Charles Peterson, brakeman, while trying to couple freight-car and passenger-coach, missed, and was caught between end of car and sill of coach, breaking two (2) ribs. Fully recovered.

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	82 tons.
Average weight of locomotives in working order,	28 "
Maximum weight of tenders full of fuel and water,	23 "
Average weight of tenders full of fuel and water,	18 "
Maximum weight of passenger-cars,	18 "
Average weight of passenger-cars,	18 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	44 feet 2 in.
Total length of heaviest engine and tender over all,	62 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company,	3.877 miles.
Number of miles of road operated by your company not furnished with telegraph facilities:	
From Ashland to Franklin,	19.997 "
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Coal for company's use included; other supplies not included.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings. Rate, 24.05 per gross ton; 1,380 $\frac{22}{100}$ tons; amount of freight, \$331.90.	

BRIDGES.

Number of spans of timber bridges of 25 feet and upwards,	1
Number of crossings of highways at grade,	21
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Height of lowest bridge above the rail,	21 feet.
Number of crossings at which gates or flagmen are maintained,	4
Number of crossings at which there are neither signals nor flagmen,	17

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company.	2.78 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.26 "
Average rate of fare per mile for season-ticket passengers, . .	1.20 "
Average rate of fare per mile received from all passengers, . .	2.80 "
Average rate of local freight per ton per mile,	10.56 "
Average rate of freight per ton per mile received from freight to and from other roads,	3.77 "
Average rate of freight per ton per mile received from all freight,	5.27 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	148,600 00
Capital stock issued (number of shares, 1,486) amount paid in,	\$148,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	148,600 00
Total number of stockholders,	30
Number of stockholders in Massachusetts,	28
Amount of stock held in Massachusetts,	\$140,800 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due June 1, 1891, rate of interest 7 per cent.,	\$19,000 00
Interest paid on same during year,	\$1,330 00

NAME AND RESIDENCE OF OFFICERS.

William F. Draper, *President*, Hopedale, Mass. W. W. Jenckes, *Superintendent*, General Freight Agent and General Passenger Agent, Milford, Mass. James E. Walker, *Treasurer*, Milford, Mass. James R. Davis, *Clerk of Corporation*, Milford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. James P. Ray, Franklin, Mass. John P. Daniels, Milford, Mass. Charles F. Claflin, Milford, Mass. George E. Armstrong, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

WM. F. DRAPER,
C. F. CLAFLIN,
JOHN P. DANIELS,
EBEN S. DRAPER,
Directors.
JAMES E. WALKER,
Treasurer.
WALDO W. JENCKES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 17, 1887. Then personally appeared William F. Draper, C. F. Clafin, John P. Daniels, Eben S. Draper, James E. Walker and Waldo W. Jenckes, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. G. PARKER,

Justice of the Peace.

REPORT OF THE MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Cheshire Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$16,500 00
Total expense,	61 20
Net income,	16,438 80
Interest accrued during year:	2,533 89
On funded debt,	\$2,533 89
Dividends declared (2 per cent.),	4,000 00
Balance for the year (surplus),	9,904 91
Balance at commencement of year,	113,714 33
Balance Sept. 30, 1887 (surplus),	123,619 24
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$61 20
TOTAL EXPENSES,	\$61 20
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$367,701 26
Stock of Monadnock Railroad Company,	3,090 00
TOTAL PERMANENT INVESTMENTS,	\$370,791 26
Cash,	6,727 98
TOTAL ASSETS,	\$377,519 24
LIABILITIES.	
Capital stock,	\$205,400 00
Funded debt,	48,500 00
Profit & Loss balance,	123,619 24
TOTAL LIABILITIES,	\$377,519 24
DESCRIPTION OF ROAD.	
Main line of road from Winchendon, Mass., to Peterborough, N. H.,	15.800 miles.
Main line of road in Massachusetts,	2.078 "
Main line of road in New Hampshire,	13.762 "
Total road belonging to this company,	15.800 "

Sidings and other tracks not above enumerated, . . . . .	.700 miles.
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	16.500 "
Same in Massachusetts,	2.038 "
Number of stations on all roads owned by this company,	5
Same in Massachusetts,	1

GENERAL INFORMATION.

Number of miles of road operated by your company not furnished with telegraph facilities:

From Winchendon, Mass., to Peterborough, N. H.,	15.8 miles.
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BRIDGES.

Number of crossings of highways at grade,	1
Number of crossings at which there are neither signals nor flagmen,	1

CAPITAL STOCK.

Capital stock authorized by charter,	\$350,000 00
Capital stock authorized by votes of company,	250,000 00
Capital stock issued (number of shares, 2,054); amount paid in,	\$205,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	205,400 00
Total number of stockholders,	5
Number of stockholders in Massachusetts,	2
Amount of stock held in Massachusetts,	\$102,400 00

DEBT.

Funded debt, as follows:—

First mortgage bonds, due July 1, 1897, rate of interest 5 per cent.,	\$48,500 00
Interest paid on same during year,	\$2,533 89

NAME AND RESIDENCE OF OFFICERS.

Henry K. French, *President*, Peterborough, N. H. John H. Cutler, *Treasurer and Clerk of Corporation*, Peterborough, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry K. French, Peterborough, N. H. Rodney Wallace, Fitchburg, Mass.
Edward C. Thayer, Keene, N. H. John H. Fairbank, Winchendon, Mass.
Peter Upton, East Jaffrey, N. H. Oscar H. Bradley, East Jaffrey, N. H.
William G. Livingston, Peterborough, N. H.

PROPER ADDRESS OF THE COMPANY.

MONADNOCK RAILROAD COMPANY,
PETERBOROUGH, N. H.

HENRY K. FRENCH,
Director.
JOHN H. CUTLER,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Oct. 18, 1887. Then personally appeared Henry K. French and John H. Cutler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN R. MILLER,
Justice of the Peace.

REPORT

OF THE

LESSEES OF THE MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$36,898 37
Total expense (including taxes),	84,195 30
Net income,	2,203 07
ANALYSIS OF EARNINGS.	
From local passengers,	\$4,237 41
through passengers (to and from other roads),	6,848 23
express and extra baggage,	1,000 00
mails,	708 83
Total earnings from passenger department,	12,794 47
From local freight,	10,791 31
through freight (to and from other roads),	9,959 54
other sources, freight department,	933 03
Total earnings from freight department,	21,683 88
TOTAL TRANSPORTATION EARNINGS,	34,478 35
Income from all other sources, viz.:	1,920 02
Rents, etc.,	\$1,920 02
TOTAL INCOME FROM ALL SOURCES,	\$36,398 37
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,200 00
Insurance,	5 00
Stationery and printing,	800 00
Contingencies and miscellaneous,	19 20
Repairs of bridges (including culverts and cattle-guards),	1,785 87
Repairs of buildings,	831 63
Repairs of fences, road-crossings and signs,	227 97
Renewal of rails,	2,385 75
[Number tons steel laid, 179.]	
Renewal of ties,	2,483 36
[Number laid, 8,156.]	
Repairs of road-bed and track,	8,667 55
Repairs of locomotives,	1,208 17
Fuel for locomotives,	4,827 50
[Tons of coal, 855; cords of wood, 78.]	
Water supply,	10 00
Oil and waste,	298 50
Locomotive service,	2,057 83
Repairs of passenger-cars,	967 54
Passenger-train service,	738 98
Passenger-train supplies,	3 10
Repairs of freight-cars,	307 18
Freight-train service,	1,390 09
Freight-train supplies,	1 08

Mileage freight-cars,	\$1,237 08
Telegraph expenses,	46 50
Loss and damage, property and cattle,	45 00
Agents and station service,	2,204 50
Station supplies,	8 18
TOTAL OPERATING EXPENSES,	\$82,747 00
Taxes,	1,448 80
TOTAL OPERATING EXPENSES AND TAXES,	\$84,195 80
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	18,250
Freight-train mileage,	8,520
TOTAL REVENUE-TRAIN MILEAGE,	26,770
Switching-train mileage,	800
Other train mileage,	950
TOTAL TRAIN MILEAGE,	28,520
Number of local passengers (including season),	12,806
Number of through passengers (to and from other roads),	12,178
TOTAL NUMBER OF PASSENGERS CARRIED,	24,984
Local passenger mileage (local passengers carried one mile),	132,183
Through passenger mileage (through passengers carried one mile),	139,043
TOTAL PASSENGER MILEAGE,	271,226
Number tons local freight,	17,814
Number tons through freight (to and from other roads),	23,554
TOTAL NUMBER TONS FREIGHT CARRIED,	41,368
Local freight mileage (tons local freight carried one mile),	252,628
Through freight mileage (tons through freight carried one mile),	356,351
TOTAL FREIGHT MILEAGE,	608,979
Average weight of passenger-trains (exclusive of passengers),	80 tons.
Average number of cars in passenger-trains,	2
Average number of persons employed,	22
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	4.00 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	4.90 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	4.10 "
Average rate of local freight per ton per mile,	8.00 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.79 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	3.41 "

WM. A. RUSSELL,
EDWARD C. THAYER,
HALES W. SUTER,
WILLIAM H. HILL, Jr.,
ROYAL M. PULSIFER,

Directors Cheshire Railroad Co., Lessees.

F. H. KINGSBURY,
Treasurer.

R. STEWART,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1887. Then personally appeared William A. Russell, Edward C. Thayer, William H. Hill, Jr., Hales W. Suter, F. H. Kingsbury, R. Stewart and R. M. Pulsifer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2D,
Justice of the Peace.

REPORT OF THE NANTUCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$6,568 55
Total expense (including taxes),	5,978 65
Net income,	589 90
Interest accrued during year:	5,372 01
On funded debt,	\$4,165 00
On other debt,	1,207 01
Balance for the year (deficit),	4,782 11
Balance at commencement of year,	5,155 01
Balance Sept. 30, 1887 (surplus),	372 90
ANALYSIS OF EARNINGS.	
From local passengers,	\$5,927 80
mails,	200 00
Total earnings from passenger department,	6,127 80
From local freight,	440 75
Total earnings from freight department,	440 75
TOTAL INCOME FROM ALL SOURCES,	\$6,568 55
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$175 00
Insurance,	81 00
Stationery and printing,	80 39
Contingencies and miscellaneous,	428 67
Renewal of ties,	1,215 30
[Number laid, 4,051.]	
Repairs of road-bed and track,	1,586 41
Repairs of locomotives,	234 15
Fuel for locomotives,	692 10
[Tons of coal, 105.]	
Water supply,	100 00
Oil and waste,	72 09
Locomotive service,	795 00
Repairs of passenger-cars,	46 31
Passenger-train service,	387 00
Passenger-train supplies,	3 00
Agents and station service,	54 00
Station supplies,	8 33
TOTAL OPERATING EXPENSES,	\$5,958 75
Taxes,	19 90
TOTAL OPERATING EXPENSES AND TAXES,	\$5,978 65

Balance Sheet Sept. 30, 1887.		
ASSETS.		
Cost of road,	\$156,904 67	
Cost of equipment,	14,413 18	
TOTAL PERMANENT INVESTMENTS,		\$171,317 85
Cash,	\$896 08	
Materials and supplies,	834 60	
TOTAL CASH ASSETS,		1,730 68
TOTAL ASSETS,		\$173,048 53
LIABILITIES.		
Capital stock,		\$95,000 00
Funded debt,		59,500 00
Unfunded debt, viz.:		18,175 63
Interest unpaid,	\$7,037 42	
Notes payable,	9,701 19	
Vouchers and accounts,	1,437 02	
Profit & Loss balance,		372 90
TOTAL LIABILITIES,		\$173,048 53
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		10,538
TOTAL TRAIN MILEAGE,		10,538
Number of local passengers (including season),		20,058
TOTAL NUMBER OF PASSENGERS CARRIED,		20,058
Local passenger mileage (local passengers carried one mile),		220,638
TOTAL PASSENGER MILEAGE,		220,638
Average number of cars in passenger-train,		3
Average number of persons employed,		15
DESCRIPTION OF ROAD.		
Main line of road from Nantucket to Siasconset,		11.160 miles.
Main line of road in Massachusetts,		11.160 "
Total road belonging to this company,		11.160 "
Sidings and other tracks not above enumerated, . . . . .		.080 "
Same in Massachusetts, . . . . .		.080 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		11.240 "
Same in Massachusetts,		11.240 "
Total miles of road operated by this company,		11.160 "
Total miles of road operated by this company in Massachusetts,		11.160 "
Number of stations on all roads owned by this company,		3
Same in Massachusetts,		3
EQUIPMENT.		
Number of locomotives (leased, 1; owned, 1),		2
Number of passenger-cars (leased, 1; owned, 3),		4
Number of freight-cars (basis of 8 wheels) (owned, 4),		4
BRIDGES.		
Number of crossings of highways at grade,		1
Number of crossings at which there are neither signals nor flagmen,		1

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3½ cents.
Average rate of fare per mile for season-ticket passengers,	3¼ "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	95,000 00
Capital stock issued (number of shares, 950); amount paid in,	\$95,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	95,000 00
Total number of stockholders,	75
Number of stockholders in Massachusetts,	60
Amount of stock held in Massachusetts,	\$83,100 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due 1900, rate of interest 7 per cent.,	\$59,500 00

NAME AND RESIDENCE OF OFFICERS.

Jonathan Dorr, *President*, Boston, Mass. Philip H. Folger, *Superintendent*, Boston, Mass. John H. Norton, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jonathan Dorr, Boston, Mass. John H. Norton, Boston, Mass. James W. Cartwright, Boston, Mass. Philip H. Folger, Boston, Mass. Charles F. Coffin, West Newton, Mass.

PROPER ADDRESS OF THE COMPANY.

NANTUCKET RAILROAD COMPANY,
31 MILK STREET, BOSTON, MASS.

JONATHAN DORR,
JOHN H. NORTON,
JAS. W. CARTWRIGHT,
PHILIP H. FOLGER,
Directors.
JOHN H. NORTON,
Treasurer.
PHILIP H. FOLGER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1887. Then personally appeared the above-named Jonathan Dorr, John H. Norton, James W. Cartwright and Philip H. Folger, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. K. HAMILTON,
Justice of the Peace.

REPORT
OF THE
TRUSTEE OF THE NANTASKET BEACH RAILROAD,
FOR THE YEAR ENDING SEPTEMBER 30, 1887.

BOSTON, Nov. 12, 1887.

Messrs. The Board of Railroad Commissioners, Boston.

DEAR SIRs, — The Nantasket Beach Railroad not having been operated for the past year, there would, beyond the statement of this fact, seem to be no report to be made now by me.

The road will probably soon be turned over to the Old Colony Railroad under a lease that has been agreed upon.

Yours truly,

A. W. MOORS,
Trustee for Bondholders
Nantasket Beach Railroad.

REPORT

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Concord Railroad Company of New Hampshire.]

GENERAL EXHIBIT FOR THE YEAR.	
Interest accrued during year:	\$30,000 00
On funded debt,	\$30,000 00
Balance for the year (deficit),	30,000 00
Balance at commencement of year (deficit),	399,194 29
Balance Sept. 30, 1887 (deficit),	429,194 29
<hr/>	
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$1,057,031 20
Debit balances (Concord Railroad),	6,257 41
Profit & Loss balance,	429,194 29
TOTAL ASSETS,	\$1,492,482 90
LIABILITIES.	
Capital stock,	\$500,000 00
Funded debt,	500,000 00
Unfunded debt, viz:	492,482 90
Interest unpaid,	\$386,973 00
Notes payable,	105,509 90
TOTAL LIABILITIES,	\$1,492,482 90
<hr/>	
DESCRIPTION OF ROAD.	
Main line of road from Nashua, N. H., to Acton,	20.21 miles.
Main line of road in Massachusetts,	15.46 "
Main line of road in New Hampshire,	4.75 "
Total road belonging to this company,	20.21 "
Sidings and other tracks not above enumerated,	2.53 "
Same in Massachusetts, . . . . .	.85 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	22.74 "
Same in Massachusetts,	16.31 "
Number of stations on all roads owned by this company,	6
Same in Massachusetts,	6
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,*	2
Aggregate length of same for single track (112 feet).	
Number of crossings of highways at grade,*	2

* In Massachusetts, on miles road owned.

Number of crossings of highways over railroad,	3
Number of highway bridges 18 feet above track,	2
Number of crossings at which there are neither signals nor flagmen,*	1
Number of railroad-crossings over other railroads (specify- ing each):*	1
Stony Brook Railroad at Westford.	
CAPITAL STOCK.	
Capital stock authorized by charter, \$600,000 00	
Capital stock authorized by votes of company, 500,000 00	
Capital stock issued (number of shares, 4,981); amount paid in,	\$498,100 00
Capital stock paid in on shares not issued (number shares, 19), TOTAL AMOUNT PAID IN, AS PER BOOKS OF THE CO.,	1,900 00 500,000 00
Total number of stockholders, 188	
Number of stockholders in Massachusetts, 84	
Amount of stock held in Massachusetts, \$129,800 00	
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due 1896, rate of interest 6 per cent.,	\$500,000 00

NAME AND RESIDENCE OF OFFICERS.

John C. Moulton, *President*, Laconia, N. H. F. D. Cook, *Treasurer*,
Nashua, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John C. Moulton, Laconia, N. H. Frederick Smyth, Manchester, N. H.
Benjamin A. Kimball, Concord, N. H. John H. Pearson, Concord, N. H.
Edward H. Spaulding, Lawrence, Mass. Elbridge P. Brown, Nashua, N. H.
Daniel R. Marshall, Nashua, N. H. Charles Williams, Manchester, N. H. Joseph
L. Stevens, Concord, N. H. George A. Wason, Concord, N. H. Josiah M.
Fletcher, Concord, N. H.

PROPER ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
NASHUA, N. H.

JOHN C. MOULTON,
J. M. FLETCHER,
GEO. A. WASON,
E. P. BROWN,
DANIEL R. MARSHALL,
CHARLES WILLIAMS,
Directors.
F. D. COOK,
Treasurer.

* In Massachusetts, on miles road owned.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Nov. 12, 1887. Then personally appeared F. D. Cook, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

G. F. HAMMOND,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Jan. 19, 1888. Then personally appeared John C. Moulton, J. M. Fletcher, George A. Wason, E. P. Brown, Daniel R. Marshall and Charles Williams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. D. COOK,
Notary Public.

REPORT

OF THE

NASHUA & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Lowell Railroad Corporation.]

GENERAL EXHIBIT FOR THE YEAR.		
Total income,		\$88,549 99
Total expense (taxes paid by B. & L. R. R.),		4,023 52
Net income,		84,526 47
Interest accrued during year:		18,392 79
On funded debt,	\$17,000 00	
On other debt,	1,392 79	
Dividends declared (8½ per cent.),		68,000 00
Balance for the year (deficit),		1,866 32
Balance at commencement of year,		121,140 69
Balance Sept. 30, 1887 (surplus),		119,274 37
ANALYSIS OF EARNINGS.		
Rents for use of road,		\$69,115 15
Income from all other sources, viz.:		19,434 84
From Boston & Lowell Railroad: Interest on funded debt, etc.,	\$17,681 21	
Boston & Lowell Railroad, amount in excess of standing claim of \$17,944.49, as claimed in 1886 report,	1,753 63	
TOTAL INCOME FROM ALL SOURCES,		\$88,549 99
ANALYSIS OF EXPENSES.		
Salaries of general officers and clerks,		\$905 00
Legal expenses,		3,002 28
Contingencies and miscellaneous,		116 24
TOTAL EXPENSES,		\$4,023 52
Balance Sheet Sept. 30, 1887.		
ASSETS.		
Cost of road,	\$691,292 07	
Cost of equipment,	218,242 95	
TOTAL PERMANENT INVESTMENTS,		\$909,535 02
Cash,	\$41,423 35	
Bills receivable,	300,000 00	
Sinking fund,	32,290 00	
TOTAL CASH ASSETS,		373,713 35
TOTAL ASSETS,		\$1,283,248 37

LIABILITIES.	
Capital stock,	\$800,000 00
Funded debt,	300,000 00
Unfunded debt, viz. :	63,974 00
Interest unpaid,	\$984 00
Dividends unpaid,	37,990 00
Notes payable,	25,000 00
Profit & Loss balance,	119,274 37
TOTAL LIABILITIES,	\$1,283,248 37

DESCRIPTION OF ROAD.	
Main line of road from Nashua, N. H., to Lowell, Mass.,	14.500 miles.
Main line of road in Massachusetts,	9.250 "
Main line of road in New Hampshire,	5.250 "
Double track on main line,	14.500 "
Same in Massachusetts,	9.250 "
Total road belonging to this company,	14.500 "
Sidings and other tracks not above enumerated,	6.084 "
Same in Massachusetts,	4.134 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	35.084 "
Same in Massachusetts,	22.634 "
Number of stations on all roads owned by this company,	5
Same in Massachusetts,	2

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,*	2
Aggregate length of same for single track (162 feet).	
Aggregate length of same for double track (81 feet).	
Number of spans of stone bridges of 25 feet and upwards,*	5
Aggregate length of same for single track (800 feet).	
Number of crossings of highways at grade,*	5
Number of crossings at which there are neither signals nor flagmen,*	5

CAPITAL STOCK.	
Capital stock authorized by charter,	\$800,000 00
Capital stock authorized by votes of company,	800,000 00
Capital stock issued (number of shares, 8,000); amount paid in,	\$800,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	800,000 00
Total number of stockholders,	500
Number of stockholders in Massachusetts,	420
Amount of stock held in Massachusetts,	\$472,800 00

DEBT.	
Funded debt, as follows :—	
Bonds due Aug. 1, 1893, rate of interest 6 per cent.,	\$200,000 00
Interest paid on same during year,	\$12,000 00
Bonds due July 1, 1900, rate of interest 5 per cent.,	100,000 00
Interest paid on same during year,	\$5,000 00

NAME AND RESIDENCE OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. J. W. White, *Treasurer*, Nashua, N. H. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

* In Massachusetts, on miles road owned.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Boston, Mass. Gedney K. Richardson, Boston, Mass.
Jeremiah W. White, Nashua, N. H. William W. Bailey, Nashua, N. H.
Albert M. Shaw, Lebanon, N. H.

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,
NASHUA, N. H.

EDWIN MOREY,
W. POWELL MASON,
ALEXANDER COCHRANE,
WM. A. HASKELL,
CHANNING CLAPP,

Directors.

C. E. A. BARTLETT,

Treasurer.

C. S. MELLEN,

Superintendent Boston & Lowell R. R. Co.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss., BOSTON, Nov. 1, 1887. Then personally appeared C. S. Mellen, Edwin Morey, W. Powell Mason, Alexander Cochrane, William A. Haskell, C. E. A. Bartlett, and Channing Clapp (Nov. 14), and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,

Justice of the Peace.

REPORT OF THE NEWBURYPORT RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad, and its operations are included in the report of that road.]

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$597,386 33
TOTAL ASSETS,	\$597,386 33
LIABILITIES.	
Capital stock,	\$220,340 02
Funded debt,	300,000 00
Unfunded debt, viz.:	77,046 31
Vouchers and accounts, \$77,046 31	
TOTAL LIABILITIES,	\$597,386 33
DESCRIPTION OF ROAD.	
Main line of road from { Bradford to Newburyport, } . . .	26.979 miles.
{ Georgetown to Danvers, } . . .	
Main line of road in Massachusetts,	26.979 "
Total road belonging to this company,	26.979 "
Sidings and other tracks not above enumerated,	3.132 "
Same in Massachusetts,	3.132 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	30.111 "
Same in Massachusetts,	30.111 "
Total length of steel rails in tracks, not including steel-top rails,	21.333 "
[Weights per yard, 60 pounds.]	
Number of stations on all roads owned by this company, . . .	9
Same in Massachusetts,	9
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, . . .	3
Aggregate length of same for single track (104 feet).	
Number of crossings of highways at grade,	28
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of highway bridges less than 18 feet above track, . . .	1
Height of lowest bridge above the rail,	14.6 feet.
Number of crossings at which gates or flagmen are maintained, . . .	10
Number of crossings at which there are neither signals nor flagmen,	18

CAPITAL STOCK.		
Capital stock authorized by charter,	\$430,000 00	
Capital stock authorized by votes of company,	202,100 00	
Capital stock issued (number of shares, 2,021); amount paid in,		\$202,100 00
Capital stock paid in on shares not issued,		18,240 02
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		220,340 02
DEBT.		
Funded debt, as follows :—		
Bonds,		\$300,000 00

NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Manager*, Lawrence, Mass. William J. Hobbs, *Auditor*, Malden, Mass. William Merritt, Jr., *Superintendent*, Boston, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Malden, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Amos Paul, South Newmarket, N. H. Nathaniel J. Bradlee, Boston, Mass. James R. Nichols, Haverhill, Mass. William S. Stevens, Dover, N. H. Joseph S. Ricker, Deering, Me. Samuel C. Lawrence, Medford, Mass.

PROPER ADDRESS OF THE COMPANY.
NEWBURYPORT RAILROAD,
BOSTON, MASS.

GEORGE C. LORD,
NATH. J. BRADLEE,
JAMES R. NICHOLS,
SAMUEL C. LAWRENCE,
AMOS PAUL,
WM. S. STEVENS,
J. S. RICKER,
Directors.
A. BLANCHARD,
Treasurer.
JAS. T. FURBER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 26, 1887. Then personally appeared George C. Lord, Nathaniel J. Bradlee, James R. Nichols, Samuel C. Lawrence, Amos Paul, William S. Stevens, J. S. Ricker, A. Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD,
Justice of the Peace.

REPORT

OF THE

NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to the Eastern Railroad Company, and is operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$6,728 66
Total expense (including taxes),	1,056 01
Net income,	5,672 65
Interest accrued during year:	1,750 00
On funded debt,	\$1,750 00
Dividends declared ($\$ \frac{1}{2}$ per cent.),	3,152 50
Balance for the year (surplus),	770 15
Balance at commencement of year,	16,707 81
Balance Sept. 30, 1887 (surplus),	17,477 96
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$6,000 00
Income from all other sources, viz.:	728 66
Rent of land,	\$5 00
Accrued interest on sinking fund,	723 66
TOTAL INCOME FROM ALL SOURCES,	\$6,728 66
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$200 00
Contingencies and miscellaneous,	13 27
TOTAL EXPENSES,	\$213 27
Taxes,	842 74
TOTAL EXPENSES AND TAXES,	\$1,056 01
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$122,128 33
Cash,	\$870 32
Sinking fund,	16,479 31
TOTAL CASH ASSETS,	17,349 63
TOTAL ASSETS,	\$139,477 96

LIABILITIES.	
Capital stock,	\$97,000 00
Funded debt,	25,000 00
Profit & Loss balance,	17,477 96
TOTAL LIABILITIES,	\$139,477 96

DESCRIPTION OF ROAD.	
Main line of road from Boston & Maine Railroad crossing to City Wharf,	2.08 miles.
Main line of road in Massachusetts,	2.08 "
Double track on main line, . . . . .	.15 "
Same in Massachusetts, . . . . .	.15 "
Total road belonging to this company,	2.08 "
Sidings and other tracks not above enumerated,	1.80 "
Same in Massachusetts,	1.80 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	4.03 "
Same in Massachusetts,	4.03 "
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1

BRIDGES.	
Number of crossings of highways at grade,	4
Number of crossings of highways over railroad,	3
Number of highway bridges 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	2

CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued (number of shares, 970); amount paid in,	\$97,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	97,000 00
Total number of stockholders,	81
Number of stockholders in Massachusetts,	28
Amount of stock held in Massachusetts,	\$94,500 00

DEBT.	
Funded debt, as follows : —	
Bonds due 1892, rate of interest 7 per cent.,	\$25,000 00
Interest paid on same during year,	\$1,750 00

NAME AND RESIDENCE OF OFFICERS.

Albert Currier, *President*, Newburyport, Mass. A. W. Greenleaf, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. Otis Winkley (mayor), Newburyport, Mass. Albert Currier, Newburyport, Mass. Moses H. Fowler, Newburyport, Mass. Henry M. Cross, Newburyport, Mass. Henry B. Little, Newburyport, Mass. Philip H. Blumpey, Newburyport, Mass. Hale Knight, Newbury, Mass.

PROPER ADDRESS OF THE COMPANY.
NEWBURYPORT CITY RAILROAD COMPANY,
NEWBURYPORT, MASS.

J. OTIS WINKLEY (MAYOR),
ALBERT CURRIER,
M. H. FOWLER,
HENRY B. LITTLE,

Directors.

A. W. GREENLEAF,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 15, 1887. Then personally appeared J. Otis Winkley (mayor), Albert Currier, M. H. Fowler, Henry B. Little, of the board of directors, and A. W. Greenleaf, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,

Justice of the Peace.

REPORT

OF THE

NEW HAVEN & NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$825,232 05
Total expense (including taxes),	676,579 21
Net income,	148,652 84
Rentals:	26,669 65
Holyoke & Westfield Railroad:—	
Interest on bonds,	\$17,600 00
50 per cent. earnings above \$35,200,	9,069 65
Interest accrued during year:	237,957 21
On funded debt,	\$233,000 00
On other debt,	4,957 21
Balance for the year (deficit),	115,974 02
Balance at commencement of year,	402,186 17
Balance Sept. 30, 1887 (surplus),	286,212 15
ANALYSIS OF EARNINGS.	
From local passengers,	\$154,437 19
through passengers (to and from other roads),	66,187 36
express and extra baggage,	15,674 52
mails,	9,010 24
Total earnings from passenger department,	245,309 31
From local freight,	269,217 77
through freight (to and from other roads),	284,326 73
other sources, freight department,	17,898 15
Total earnings from freight department,	571,442 65
TOTAL TRANSPORTATION EARNINGS,	816,751 96
Rents for use of buildings and grounds,	4,105 09
Income from all other sources, viz.:	4,375 00
Dividend H. & W. stock,	\$700 00
Interest on H. & W. bonds,	3,600 00
Dividend Southington Water Co.,	75 00
TOTAL INCOME FROM ALL SOURCES,	\$825,232 05
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$23,009 34
Legal expenses,	1,543 41
Insurance,	2,133 02
Stationery and printing,	3,211 70
Outside agencies and advertising,	1,184 02
Contingencies and miscellaneous,	5,708 68
Repairs of bridges (including culverts and cattle-guards),	19,084 70
Repairs of buildings,	25,651 15
Repairs of fences, road-crossings and signs,	1,549 44
Renewal of ties,	22,074 40
Repairs of road-bed and track,	164,727 43

Repairs of locomotives,	\$40,599 75
Fuel for locomotives,	68,461 24
[Tons of coal, 18,243.]	
Water supply,	2,161 55
Oil and waste,	7,053 86
Locomotive service,	37,578 41
Repairs of passenger-cars,	28,001 44
Passenger-train service,	17,665 25
Repairs of freight-cars,	36,060 86
Freight-train service,	26,620 51
Mileage freight-cars,	23,122 44
Telegraph expenses,	2,144 07
Loss and damage, freight and baggage,	1,796 67
Personal injuries,	6,632 09
Agents and station service,	81,494 52
Station supplies,	5,196 27
TOTAL OPERATING EXPENSES,	\$654,466 22
Taxes,	22,082 99
TOTAL OPERATING EXPENSES AND TAXES,	\$676,549 21
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Other expenditures charged to property account: —	
Machinery in shops,	\$824 50
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$824 50

Balance Sheet Sept. 30, 1887.

ASSETS.	
Cost of road,	\$5,650,038 40
Cost of equipment,	911,781 53
Lands in New Haven,	19,372 81
Stock of Southington Water Company,	1,000 00
Stock of Holyoke & Westfield R. R. Co.,	20,000 00
Bonds of Holyoke & Westfield R. R. Co.,	60,000 00
TOTAL PERMANENT INVESTMENTS,	\$6,662,192 74
Cash,	\$2,563 07
Bills receivable,	800 00
Due from agents and companies,	37,301 32
Materials and supplies,	58,175 32
Sinking fund,	67,500 00
TOTAL CASH ASSETS,	165,889 71
TOTAL ASSETS,	\$6,828,032 45
LIABILITIES.	
Capital stock,	\$2,460,000 00
Funded debt,	3,900,000 00
Unfunded debt, viz.:	181,820 30
Interest unpaid,	\$9,720 00
Dividends unpaid,	659 00
Notes payable,	75,000 00
Vouchers and accounts,	96,441 30
Profit & Loss balance,	286,212 15
TOTAL LIABILITIES,	\$6,828,032 45

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	348,080
Freight-train mileage,	267,961
TOTAL REVENUE-TRAIN MILEAGE,	616,041
Switching-train mileage,	76,590
Other train mileage,	23,431
TOTAL TRAIN MILEAGE,	716,062
Number of local passengers (including season),	435,269
Number of through passengers (to and from other roads),	97,101
TOTAL NUMBER OF PASSENGERS CARRIED,	532,370
Local passenger mileage (local passengers carried one mile),	6,282,991
Through passenger mileage (through passengers carried one mile),	2,863,410
TOTAL PASSENGER MILEAGE,	9,146,401
Number tons local freight,	290,205
Number tons through freight (to and from other roads),	266,364
TOTAL NUMBER TONS FREIGHT CARRIED,	556,569
Local freight mileage (tons local freight carried one mile),	8,945,891
Through freight mileage (tons through freight carried one mile),	19,070,006
TOTAL FREIGHT MILEAGE,	28,015,897
Average number of persons employed,	540
DESCRIPTION OF ROAD.	
Main line of road from New Haven, Conn., to Conway Junction,	94.64 miles.
Main line of road in Massachusetts,	43.38 "
Main line of road in Connecticut,	51.26 "
Branches owned by company, viz.:	
Farmington to New Hartford (single track),	14.09 "
Simsbury to Tariffville (single track),	1.04 "
Northampton to Williamsburg (single track),	7.51 "
South Deerfield to Turner's Falls (single track),	10.07 "
Total length of branches owned by company,	32.71 "
Total length of branches owned by company in Massachusetts,	17.58 "
Total length of branches owned by company in Connecticut,	15.13 "
Total road belonging to this company,	127.35 "
Sidings and other tracks not above enumerated,	28.16 "
Same in Massachusetts,	13.82 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	155.51 "
Same in Massachusetts,	74.88 "
Total length of steel rails in tracks, not including steel-top rails,	133.00 "
[Weights per yard, 60 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Holyoke & Westfield, main line, branch and side tracks, length,	17.22 miles.
Troy & Greenfield, Conway Junction to North Adams, length,	28.44 "
Total length of above roads,	45.66 "
Total length of above roads in Massachusetts,	45.66 "
Total miles of road operated by this company,	173.01 "
Total miles of road operated by this company in Massachusetts,	106.62 "
Number of stations in Massachusetts on all roads operated by this company,	22
Number of telegraph offices in same,	13
Number of stations on all roads owned by this company,	28
Same in Massachusetts,	13

EQUIPMENT.	
Number of locomotives,	28
Number of passenger-cars,	27
Number of parlor or sleeping cars,	2
Number of baggage, mail and express cars,	12
Number of freight-cars (basis of 8 wheels),	134
Number of other cars,	411

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	3	6	3	6	5	9
Employees,	-	-	-	-	-	-	-	-
Others,	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 21, 1886. — James Quinlan fell under the cars at Easthampton, while jumping from a moving train to the platform, and was killed.

December 2. — Alfred Abels, while switching at Westfield, had his arm crushed between the cars.

December 3. — John Madden injured his hand while coupling cars at Westfield.

December 31. — William Kelley was hurt by loose lumber in a car while being switched, injuring his leg slightly.

January 9, 1887. — H. McManus had his hand caught while coupling cars at North Adams, losing two fingers.

January 22. — William Shipsey, a trackman, in trying to get on a moving train at Hoosac Tunnel, fell under the cars and was killed.

January 31. — A. Lyman slightly injured at Florence while crossing the track ahead of moving train.

May 2. — William Clay was struck while crossing the track at Westfield; slightly injured.

July 7. — Thomas Leary, a section man, while crossing the track at Westfield, was struck and killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	84,100 lbs.
Average weight of locomotives in working order,	68,000 "
Maximum weight of tenders full of fuel and water,	51,220 "
Average weight of tenders full of fuel and water,	44,500 "
Maximum weight of passenger-cars,	56,000 "
Average weight of passenger-cars,	47,000 "
Average weight of mail and baggage cars,	23,900 "
Average weight of 8-wheel box freight-cars,	22,300 "
Average weight of 4-wheel platform-cars,	16,400 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 feet.
Total length of heaviest engine and tender over all,	51 "

BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,*	1
Aggregate length of same for single track (87 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	62
Aggregate length of same for single track (3,544 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	5
Aggregate length of same for single track (481 feet).	
Number of crossings of highways at grade,*	48
Number of crossings of highways over railroad,	26
Number of crossings of highways under railroad,	33
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	13½ feet.
Number of crossings at which gates or flagmen are maintained,*	6
Number of crossings at which electric signals are maintained,*	3
Number of crossings at which there are neither signals nor flagmen,*	39
Number of railroad-crossings at grade (specifying each):*	1
Boston & Albany at Westfield.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.41 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.41 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile received from all passengers,	2.41 "
Average rate of local freight per ton per mile,	3.00 "
Average rate of freight per ton per mile received from freight to and from other roads,	1.49 "
Average rate of freight per ton per mile received from all freight,	1.97 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$5,000,000 00
Capital stock authorized by votes of company,	2,600,000 00
Capital stock issued (number of shares, 24,600); amount paid in,	\$2,460,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,460,000 00
Total number of stockholders,	231
Number of stockholders in Massachusetts,	37
Amount of stock held in Massachusetts,	\$143,800 00
DEBT.	
Funded debt, as follows:—	
Bonds due 1899, rate of interest 7 per cent.,	\$1,300,000 00
Interest paid on same during year,	\$91,000 00
Bonds due 1909, rate of interest 6 per cent.,	1,200,000 00
Interest paid on same during year,	72,000 00
Bonds due 1911, rate of interest 5 per cent.,	700,000 00
Interest paid on same during year,	35,000 00
Convertible bonds (1896),	700,000 00
Interest paid on same during year,	35,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$3,900,000 00

NAME AND RESIDENCE OF OFFICERS.

Charles N. Yeamans, *President*, New Haven, Conn. Charles N. Yeamans, *Superintendent*, New Haven, Conn. Martin C. Parker, *General Freight Agent*, New Haven, Conn. Edward A. Ray, *General Passenger Agent, Treasurer and Clerk of Corporation*, New Haven, Conn.

* In Massachusetts, on miles road owned.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles N. Yeamans, New Haven, Conn. George J. Brush, New Haven, Conn. Daniel Trowbridge, New Haven, Conn. George H. Watrous, New Haven, Conn. Edward M. Reed, New Haven, Conn. Ezekiel H. Trowbridge, New Haven, Conn. William D. Bishop, Bridgeport, Conn. Charles M. Pond, Hartford, Conn. Horatio G. Knight, Easthampton, Mass.

PROPER ADDRESS OF THE COMPANY.

THE NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

CHAS. N. YEAMANS,
GEO. H. WATROUS,
HORATIO G. KNIGHT,
EDWARD M. REED,
E. H. TROWBRIDGE,
DANIEL TROWBRIDGE,
Directors.
EDWARD A. RAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN, ss. NEW HAVEN, CONN., Dec. 1, 1887. Then personally appeared Charles N. Yeamans, George H. Watrous, Horatio G. Knight, Edward M. Reed, E. H. Trowbridge, Daniel Trowbridge, directors, and Edward A. Ray, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. C. FLEETWOOD,
Notary Public.

REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by J. Gregory Smith and others.]

GENERAL EXHIBIT FOR THE YEAR. (Company's Account.)	
Rents received from lessees and other rents,	\$207,734 44
Interest,	33,706 70
Total income,	241,441 14
Repairs and improvements to wharf, etc., New London,	6,066 90
General expenses,	6,279 65
Interest accrued during year:	86,350 00
On funded debt,	\$79,725 00
On other debt,	6,625 00
Dividends declared (6½ per cent.),	93,750 00
Balance for the year (surplus),	48,994 59
Balance at commencement of year,	436,424 42
Balance Sept. 30, 1887 (surplus),	485,419 01
ANALYSIS OF EARNINGS. (Lessee's Account.)	
From local passengers,	\$127,941 05
through passengers (to and from other roads),	87,825 69
express and extra baggage,	10,448 41
mails,	11,080 00
Total earnings from passenger department,	237,245 15
From local freight,	165,043 39
through freight (to and from other roads),	198,888 54
Total earnings from freight department,	363,931 93
TOTAL TRANSPORTATION EARNINGS,	601,177 08
Income from all other sources, viz.:	8,682 15
Rent of buildings, tenements, etc.,	\$8,682 15
TOTAL INCOME FROM ALL SOURCES,	\$609,859 23
ANALYSIS OF EXPENSES. (Lessee's Account.)	
Salaries of general officers and clerks,	\$5,122 53
Insurance,	2,220 13
Stationery and printing,	3,684 85
Outside agencies and advertising,	1,228 76
Contingencies and miscellaneous,	2,660 80
Repairs of bridges (including culverts and cattle-guards),	5,670 78
Repairs of buildings,	5,468 29
Repairs of fences, road-crossings and signs,	2,468 60

Renewal of ties,	\$13,046 56
[Number laid, 37,276.]	
Repairs of road-bed and track,	48,092 57
Repairs of locomotives,	48,301 99
Fuel for locomotives,	58,033 23
[Tons of coal, 13,771; Cords of wood, 1,622.]	
Water supply,	1,064 24
Oil and waste,	5,380 26
Locomotive service,	26,759 34
Repairs of passenger-cars,	17,451 27
Passenger-train service,	11,038 26
Passenger-train supplies,	52 87
Repairs of freight-cars,	20,375 01
Freight-train service,	13,458 73
Freight-train supplies,	300 30
Mileage freight-cars,	20,442 24
Telegraph expenses,	2,485 18
Loss and damage, freight and baggage,	676 40
Loss and damage, property and cattle,	3,770 49
Personal injuries,	1,025 00
Agents and station service,	70,616 59
Station supplies,	5,152 78
TOTAL OPERATING EXPENSES,	\$396,048 03
Taxes,	24,565 38
TOTAL OPERATING EXPENSES AND TAXES,	\$420,613 41
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
(Company's Account.)	
Land, land damages, and fences,	\$6,524 92
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$6,524
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$2,819,199 28
Cost of equipment,	248,420 44
Bonds of Brattleborough & Whitehall R. R.,	150,000 00
Steamboat property,	93,170 00
TOTAL PERMANENT INVESTMENTS,	\$3,310,789 72
Cash,	\$38,583 86
Debit balances,	274,170 27
TOTAL CASH ASSETS,	312,754 13
TOTAL ASSETS,	\$3,623,543 85
LIABILITIES.	
Capital stock,	\$1,500,000 00
Funded debt,	1,499,500 00
Unfunded debt, viz.:	138,624 84
Interest unpaid,	\$2,311 84
Dividends unpaid,	1,313 00
Notes payable,	135,000 00
Profit & Loss balance,	485,419 01
TOTAL LIABILITIES,	\$3,623,543 85

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	247,416
Freight-train mileage,	208,017
TOTAL REVENUE-TRAIN MILEAGE,	450,433
Switching-train mileage,	111,247
Other train mileage,	1,184
TOTAL TRAIN MILEAGE,	562,864
Number of season-ticket passengers,	26,830
Number of local passengers (including season),	350,542
Number of through passengers (to and from other roads),	156,338
TOTAL NUMBER OF PASSENGERS CARRIED,	506,880
Local passenger mileage (local passengers carried one mile),	4,305,859
Through passenger mileage (through passengers carried one mile),	3,419,119
TOTAL PASSENGER MILEAGE,	7,724,978
Number tons local freight,	142,281
Number tons through freight (to and from other roads),	403,815
TOTAL NUMBER TONS FREIGHT CARRIED,	546,096
Local freight mileage (tons local freight carried one mile),	4,703,966
Through freight mileage (tons through freight carried one mile),	22,091,591
TOTAL FREIGHT MILEAGE,	26,795,557
Average weight of passenger-trains (exclusive of passengers),	246 tons.
Average number of cars in passenger-trains,	7
Average weight of freight-trains (exclusive of freight),	225 tons.
Average number of cars in freight-train,	25
Average number of persons employed,	517
DESCRIPTION OF ROAD.	
Main line of road from New London to Brattleborough,	121.00 miles.
Main line of road in Massachusetts,	54.00 "
Main line of road in Vermont,	11.00 "
Main line of road in Connecticut,	56.00 "
Total road belonging to this company,	121.00 "
Sidings and other tracks not above enumerated,	27.32 "
Same in Massachusetts,	10.08 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	148.32 "
Same in Massachusetts,	64.08 "
Total length of steel rails in tracks, not including steel-top rails,	102.00 "
[Weights per yard, 57, 58 and 60 pounds.]	
Total miles of road operated by lessees,	121.00 "
Total miles of road operated by lessees in Massachusetts,	54.00 "
Number of stations in Massachusetts on all roads operated by lessees,	19
Number of telegraph-offices in same,	10
Number of stations on all roads owned by this company,	45
Same in Massachusetts,	19
EQUIPMENT.	
Number of locomotives,	26
Number of passenger-cars,	15
Number of baggage, mail and express cars,	13
Number of freight-cars (basis of 8 wheels),	325
Number of other cars,	7

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	2	-	2	3	3
Others, .	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

December 17, 1886. — D. Manning, leg broken while attempting to board train in motion at Miller's Falls.

September 5, 1887. — G. Kelson, yard brakeman at Palmer, while coupling cars, fell under them and had one leg cut off.

September 17. — M. Olney was struck by freight train at Amherst, and killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	71 tons.
Average weight of locomotives in working order, . . .	37 "
Maximum weight of tenders full of fuel and water, . . .	27 "
Average weight of tenders full of fuel and water, . . .	21 "
Maximum weight of passenger-cars,	30 "
Average weight of passenger-cars,	22 "
Average weight of mail and baggage cars,	17 "
Average weight of 8-wheel box freight-cars,	9 "
Average weight of 8-wheel platform-cars,	8 "
Average weight of 4-wheel platform-cars,	4½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 feet 4 in.
Total length of heaviest engine and tender over all,	53 " 3 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union — 121 miles.	

BRIDGES.

Number of spans of timber bridges of 25 feet and upwards,*	81
Aggregate length of same for single track (3,867 feet).	
Number of crossings of highways at grade,*	39
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	3
Number of highway bridges 18 feet above track,	8
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	17 feet 6 in.
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,*	38
Number of railroad-crossings at grade (specifying each):*	2
Boston & Albany at Palmer and Barrett's Junction.	
Number of railroad-crossings over other railroads (specifying each):*	1
Fitchburg at Miller's Falls.	

* In Massachusetts on miles road owned.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.10 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.56 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile for season-ticket passengers,	.72 "
Average rate of fare per mile received from all passengers,	2.79 "
Average rate of local freight per ton per mile,	3.50 "
Average rate of freight per ton per mile received from freight to and from other roads,	.90 "
Average rate of freight per ton per mile received from all freight,	1.36 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$2,000,000 00
Capital stock authorized by votes of company,	1,500,000 00
Capital stock issued (number of shares, 15 000); amount paid in,	\$1,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	1,500,000 00
Total number of stockholders,	336
Number of stockholders in Massachusetts,	53
Amount of stock held in Massachusetts,	\$315,200 00
DEBT.	
Funded debt, as follows:—	
Second mortgage bonds due 1892, rate of interest 7 per cent.,	\$387,500 00
Interest paid on same during year,	\$27,125 00
Consolidated bonds due 1910, rate of interest 5 per cent.,	812,000 00
Interest paid on same during year,	\$40,600 00
Consolidated bonds due 1910, rate of interest 4 per cent.,	300,000 00
Interest paid on same during year,	\$12,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,499,500 00

NAME AND RESIDENCE OF OFFICERS.

Robert Colt, *President*, New London, Conn. J. W. Hobart, *General Manager*, St. Albans, Vt. E. G. Lucas, *Auditor*, St. Albans, Vt. C. F. Spaulding, *Superintendent*, New London, Conn. C. F. Spaulding, *General Freight Agent*, New London, Conn. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. Robert Colt, *Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Robert Colt, New London, Conn. Benjamin Stark, New London, Conn. Augustus Brandegee, New London, Conn. Jonathan M. Harris, New London, Conn. C. A. Williams, New London, Conn. Thomas Ramsdell, Windham, Conn. C. H. Osgood, Norwich, Conn. William H. Hill, Boston, Mass. James A. Rumrill, Springfield, Mass.

PROPER ADDRESS OF THE COMPANY.
NEW LONDON NORTHERN RAILROAD COMPANY,
NEW LONDON, CONN.

ROBT. COIT,
BENJ. STARK,
C. A. WILLIAMS,
Directors.

ROBT. COIT,
Treasurer.

C. F. SPAULDING,
Superintendent.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW LONDON, ss. Oct. 31, 1887. Then personally appeared Robert Colt, Benjamin Stark, C. A. Williams and C. F. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JUSTUS A. SOUTHARD,
Notary Public.

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REPORT

OF THE

NEW YORK & BOSTON INLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This company was organized and obtained Certificate of Incorporation dated January 17, 1883, and has also filed with the Secretary of State certificate dated January 14, 1885, that the law has been complied with.]

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$157,760 82
Cash,	61 30
TOTAL ASSETS,	\$157,822 12
LIABILITIES.	
Capital stock,	\$52,500 00
Capital stock, first assessment,	43,730 00
Capital stock, second assessment,	43,730 00
Unfunded debt, viz.:	17,862 12
Notes payable, \$17,200 00	
Vouchers and accounts, 662 12	
TOTAL LIABILITIES,	\$157,822 12
CAPITAL STOCK.	
Capital stock authorized by charter, \$500,000 00	
Capital stock authorized by votes of company, 500,000 00	
Capital stock issued (number of shares, 525); amount paid in,	\$52,500 00
Capital stock paid in on shares not issued (number shares, 4,475),	87,460 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	139,960 00
Total number of stockholders,	88
Number of stockholders in Massachusetts,	29
Amount of stock held in Massachusetts, \$78,590 00	

NAME AND RESIDENCE OF OFFICERS.

George Cook, *President*, West Newton, Mass. George C. Hill, *Treasurer*, Boston, Mass. Edward D. Hewins, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George Cook, West Newton, Mass. H. A. Blood, Fitchburg, Mass. J. R. Bodwell, Hallowell, Me. William Rotch, Boston, Mass. J. H. Buttrick, Lowell, Mass. Morgan Rotch, New Bedford, Mass. Charles R. Burleigh, Fitchburg, Mass. George C. Hill, Boston, Mass. Henry R. Parrott, Bridgeport, Conn. William M. Thayer, Boston, Mass. Samuel L. Ham, Peabody, Mass. Charles H. Blood, Fitchburg, Mass. David K. Stevens, Winchester, Mass. E. D. Hewins, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

NEW YORK & BOSTON INLAND RAILROAD COMPANY OF
MASSACHUSETTS.

8 CONGRESS ST., ROOM 22, BOSTON, MASS.

GEORGE COOK,
GEORGE C. HILL,
D. K. STEVENS,
JOSEPH R. BODWELL,
H. A. BLOOD,
WM. ROTCH,
CHAS. H. BLOOD,
W. M. THAYER,

Directors.

GEORGE C. HILL,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 22, 1887. Then personally appeared George Cook, George C. Hill, D. K. Stevens, Joseph R. Bodwell, H. A. Blood, William Rotch, Charles H. Blood and William M. Thayer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. D. HEWINS,

Justice of the Peace.

REPORT

OF THE

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.		
Total income,		\$4,217,685 08
Total expense (including taxes and insurance),		2,917,307 97
Net income,		1,300,377 06
Rentals:		66,635 78
Newburgh, Dutchess & Connecticut R. R. Co.,	\$34,755 68	
Rhode Island & Massachusetts R. R. Co.,	20,000 00	
Boston & Albany R. R. Co.,	5,000 02	
Springfield & New London R. R. Co.,	2,480 13	
Rockville R. R. Co.,	4,400 00	
Interest accrued during year:		969,619 89
On funded debt,	891,720 00	
On other debt,	77,899 89	
Dividends declared (7 per cent.),		135,975 00
Boston Grain Elevator, loss operating,		1,006 93
Balance for the year (surplus),		127,139 46
Balance at commencement of year (deficit),	670,202 12	
Add: Bad accounts charged off,	634 52	
Deduct:—		
Premium on sale, preferred stock,	19,195 00	
Difference between the cost of New England transfer capital stock, as shown by the books of this company, and the amount realized from sale of same,	12,500 00	
Balance at commencement of year as so changed,		639,141 64
Balance Sept. 30, 1887 (deficit),		512,002 18
ANALYSIS OF EARNINGS.		
From local passengers,		\$982,804 95
through passengers (to and from other roads),		393,625 89
express and extra baggage,		111,784 43
mails,		46,707 84
Total earnings from passenger department,		1,534,923 11
From local freight,		807,771 96
through freight (to and from other roads),		1,678,140 89
Total earnings from freight department,		2,485,912 85
TOTAL TRANSPORTATION EARNINGS,		4,020,835 96

Income from all other sources, viz :		\$196,849 07
New England Transfer Co.,	\$20,625 00	
Hudson River Transfer,	23,441 61	
Rents,	38,813 07	
Wharves and docks,	35,677 80	
Norwich & Worcester R. R. lease,	37,159 46	
Springfield & New London R. R.,	3,817 11	
Miscellaneous switching,	30,437 59	
Miscellaneous earnings,	1,710 68	
Boston Harbor Transfer,	5,166 75	
TOTAL INCOME FROM ALL SOURCES,		\$4,217,685 03

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,		\$113,989 82
Legal expenses,		28,495 55
Insurance,		12,113 45
Stationery and printing,		29,011 21
Outside agencies and advertising,		11,707 61
Contingencies and miscellaneous,		45,138 84
Repairs of bridges (including culverts and cattle-guards),		51,080 36
Repairs of buildings,		58,962 73
Repairs of fences, road-crossings and signs,		25,084 18
Renewal of rails,		68,907 64
[Number tons steel laid, 4,519.]		
Renewal of ties,		67,081 94
[Number laid, 161,839.]		
Repairs of road-bed and track,		332,364 12
Repairs of locomotives,		227,697 84
Fuel for locomotives,		349,538 61
[Tons of coal, 112,963,222.]		
Water supply,		21,534 19
Oil and waste,		13,172 58
Locomotive service,		241,492 35
Repairs of passenger-cars,		65,798 18
Passenger-train service,		100,931 17
Passenger-train supplies,		14,485 79
Repairs of freight-cars,		154,775 96
Freight-train service,		138,950 32
Freight-train supplies,		13,308 24
Mileage freight-cars,		15,508 40
Telegraph expenses,		41,211 49
Loss and damage, freight and baggage,		4,737 13
Loss and damage, property and cattle,		10,223 99
Personal injuries,		11,209 61
Agents and station service,		450,150 53
Station supplies,		35,078 61
TOTAL OPERATING EXPENSES,		\$2,753,741 94
Taxes,		163,566 03
TOTAL OPERATING EXPENSES AND TAXES,		\$2,917,307 97

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$24,511 81
Bridging,	80,140 50
Superstructure, including rails,	28,579 48
Land, land damages, and fences,	120,392 68
Passenger and freight stations, wood-sheds, and water-stations,	84,315 39

Engine-houses, car-sheds, and turn-table,	\$13,648 42
Machine shops,	8,252 70
Engineering, agencies, salaries, and other expenses during construction,	3,598 05
Underlying lines bought,	329 00
Bonds and stock Springfield & New London R. R.,	89,492 00
Balance of proceeds of sale of New England transfer capital stock to be reinvested under terms of first mortgage,	9,809 93
TOTAL FOR CONSTRUCTION,	\$463,069 96
Passenger, mail, and baggage-cars,	{ 10,545 19
Freight and other cars,	{ 2,022 15
	244 10
TOTAL FOR EQUIPMENT,	\$12,811 44
TOTAL CHARGES TO PROPERTY ACCOUNTS,	475,881 40
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Reduction in cost of stock in New England Transfer Company (by sale),	87,500 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$438,381 40
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road, estimated,	\$30,270,408 87
Equipment (principal) in E. W. Clark & Co. car trust,	130,000 24
Cost of equipment, estimated equipment belonging to company,	3,688,455 78
Actual cost of road east of Waterbury,	\$34,088,864 89
Extension west of Waterbury,	2,689,217 71
Bonds and stock of Connecticut Central R. R.,	290,377 69
Bonds and stock of Springfield & New London R. R.,	89,492 00
Steamer "Wm. T. Hart" cost less depreciation,	152,912 71
Balance of proceeds of sale of New England transfer capital stock to be reinvested under terms of first mortgage,	9,809 93
TOTAL PERMANENT INVESTMENTS,	\$37,320,674 93
Cash,	\$105,575 26
Due from agents and companies,	671,946 83
Materials and supplies,	334,821 87
Debit balances,	318 91
TOTAL CASH ASSETS,	1,112,662 87
Profit & Loss balance,	512,002 18
TOTAL ASSETS,	\$38,945,339 98
LIABILITIES.	
Capital stock,	\$21,950,000 00
Common,	\$20,000,000 00
Preferred,	1,950,000 00

Funded debt :		\$14,361,000 00
First mortgage bonds, 7 per cent.,	\$6,000,000 00	
First mortgage bonds, 6 per cent.,	4,000,000 00	
Second mortgage bonds, 6 per cent.,	3,363,000 00	
Second mortgage bonds, 3 per cent.,	998,000 00	
Funded indebtedness incurred for purchase of property, secured by property purchased :		1,652,174 92
Real estate,	\$1,621,532 00	
Car trust (principal),	30,642 92	
Unfunded debt, viz. :		982,165 06
Interest unpaid,	\$228,056 98	
Dividends unpaid,	68,250 00	
Notes payable,	80,000 00	
Vouchers and accounts,	605,858 08	
TOTAL LIABILITIES,		\$38,945,339 98

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	1,289,064
Freight-train mileage,	1,153,620
TOTAL REVENUE-TRAIN MILEAGE,	2,442,684
Switching-train mileage,	761,252
Other train mileage,	141,217
TOTAL TRAIN MILEAGE,	3,345,153
Number of season-ticket passengers,	850,260
Number of local passengers (including season),	5,022,760
Number of through passengers (to and from other roads),	676,034
TOTAL NUMBER OF PASSENGERS CARRIED,	5,698,794
Local passenger mileage (local passengers carried one mile),	49,251,650
Through passenger mileage (through passengers carried one mile),	17,119,127
TOTAL PASSENGER MILEAGE,	66,370,777
Number tons local freight,	584,595
Number tons through freight (to and from other roads),	1,640,546
TOTAL NUMBER TONS FREIGHT CARRIED,	2,225,141
Local freight mileage (tons local freight carried one mile),	23,961,685
Through freight mileage (tons through freight carried one mile),	128,777,890
TOTAL FREIGHT MILEAGE,	152,739,575
Average weight of passenger-trains (exclusive of passengers),	69 tons.
Average number of cars in passenger-trains,	3.164
Average weight of freight-trains (exclusive of freight),	183 tons.
Average number of cars in freight-train,	18.30
Average number of persons employed,	3,189

DESCRIPTION OF ROAD.

Main line of road from Boston to Hopewell Junction,	215.04 miles.	
Main line of road from Hopewell Junction to Fishkill-on-Hudson,	1.80 "	} 275.34 miles.
Main line of road from Providence, R. I., to Willimantic, Conn.,	58.50 "	
Main line of road in Massachusetts,		52.00 "
Main line of road in New York,		30.72 "
Main line of road in Rhode Island,		26.32 "
Main line of road in Connecticut,		166.30 "
Double track on main line,		108.10 "
Same in Massachusetts,		52.00 "

Branches owned by company, viz. :

Woonsocket Division, Cook Street to Woonsocket (single track),	28.41 miles.
Ridge Hill Branch (single track),	1.64 "
Dedham to main line at Dedham Junction (single track), . .	1.62 "
Southbridge Branch, E. Thompson to Southbridge (single track),	17.37 "
Dorrance Street Branch, Providence, R. I. (single track), .	.82 "
Freight Branch, Hartford, Conn. (single track), . . . . .	.67 "
Total length of branches owned by company,	50.43 "
Total length of branches owned by company in Massachusetts,	42.59 "
Total length of branches owned by company in Connecticut, .	6.02 "
Total length of branches owned by company in Rhode Island, .	1.82 "
Total road belonging to this company,	825.77 "
Sidings and other tracks not above enumerated,	128.88 "
Same in Massachusetts,	44.38 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	562.75 "
Same in Massachusetts,	190.97 "
Total length of steel rails in tracks, not including steel-top rails,	429.85 "
[Weights per yard, 60 and 66 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Rhode Island & Massachusetts R. R., length,	13.60 miles.
Norwich & Worcester R. R., length,	66.40 "
Rockville R. R., length,	4.40 "
Springfield & New London R. R., length,	7.17 }
Connecticut Central & Melrose Branch, length,	27.51 }
Boston & Albany (Athol Branch), length,	1.31 "
Total length of above roads,	120.39 "
Total length of above roads in Massachusetts,	32.41 "
Total length of above roads in other States (specifying each):	87.98 "
Norwich & Worcester R. R. in Connecticut,	49.07 }
Rockville R. R.,	4.40 }
Connecticut Central & Melrose Branch,	27.51 }
In Rhode Island—Rhode Island & Massachusetts R. R., . .	7.00 "
Total miles of road operated by this company (not including Norwich & Worcester),	379.76 "
Total miles of road operated by this company in Massachusetts (not including Norwich & Worcester),	109.67 "
Number of stations in Massachusetts on all roads operated by this company (including Norwich & Worcester R. R.), . .	70
Number of telegraph-offices in same,	33
Number of stations on all roads owned by this company, . . .	148
Same in Massachusetts,	56

EQUIPMENT.

Number of locomotives,	147
Number of passenger-cars,	149
Number of parlor or sleeping cars,	3
Number of baggage, mail and express cars,	45
Number of freight cars (basis of 8 wheels), (leased, 250; owned, 3,329),	3,579
Number of other cars,	11

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	—	—	—	—	—	—	—	6
Employees, .	4	44	—	—	4	44	11	167
Others, .	11	9	—	—	11	9	18	35

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 3, 1886. — Blackstone: James Carr was run over while jumping on and off freight trains.

October 4. — South Boston: John M. Isaac was run over while jumping on car.

October 13. — South Boston: John Conlon tripped over skid on ground, and sprained ankle.

October 21. — South Boston: William Stewart stepped in front of engine, and was knocked down.

October 23. — Forest Avenue: Alex R. Mann run over while lying on track.

October 25. — South Boston: Michael Flaherty, hand run over by small coal car.

October 25. — Willimantic: John Leach fell off train while climbing around car.

October 26. — Run Street: Charles O'Callahan and Daniel O'Keefe fell through culvert.

October 28. — South Boston: James H. Vaughan fell off front end of switching engine, and was run over.

November 4. — Webster: Adolphe Dupont struck by train while crossing track.

November 10. — Franklin: G. H. Clarke caught between cars on crossing over main line.

November 10. — South Boston: Daniel Crowley, finger hurt in coupling.

November 14. — South Boston: Henry J. Holland hurt in leg and arm while boarding caboose.

November 24. — South Boston: Coleman Nee, foot caught under rocker of coal dump car.

December 12. — South Boston: D. Byrnes caught by telegraph wires on top of car.

December 14. — Dedham Junction: George Barton sprained ankle by stepping on switch rod.

December 25. — Stock Yards: L. Corrigan, hand hurt in trying to couple cars.

December 27. — Readville: R. L. Jackson jumped from train in motion.

January 1, 1887. — South Boston: Patrick Murphy fell from top of box car to ground.

January 11. — South Boston: James McGuire caught between engine and coal cars.

January 12. — South Boston: Joseph Webb, leg hurt while running over top of granite on flat car.

January 20. — Stock Yards: F. W. Allen let ball of switch fall on his foot.

January 24. — South Boston: Patrick Murphy fell from dump car to ground.

January 26. — Norfolk: Peter Murray, in jumping from one car to another, dislocated his ankle.

January 26. — Dudley Street: Robert S. Robertson struck by signal post on side.

February 1. — Mt. Bowdoin: A. L. Cramm, finger hurt while moving telegraph pole.

February 5. — Boston: M. J. Tracy had hand bruised in coupling cars.

February 8. — Woonsocket Junction: L. E. Thompson fell from top of box car.

February 24. — South Boston: Thomas Coleman run over while crawling under cars.

February 26. — Southbridge: Terry Collins had two fingers jammed while handling rails.

March 5. — Norwood Centre: J. Tennesse jumped from train in motion.

March 8. — South Boston: J. A. Fenney had fingers hurt in coupling.

March 8. — Webster: John Brady struck by engine while walking towards it.

March 18. — South Boston: Henry Burnham had fingers hurt in coupling cars.

March 23. — Norwood Centre: Peter Ermire fell from top of box car to ground.

March 26. — South Boston: T. Murphy caught between cars, and hip bruised.

March 29. — Forest Avenue: Arthur Long was struck by horizontal bar of bridge guard.

April 1. — South Boston: A. Richardson had arm caught between cars.

April 1. — Forest Avenue: Joseph Webb struck by overhead bridge.

April 2. — South Boston: H. F. Penniman had foot squeezed between drawbars while setting brake.

April 8. — South Boston: Patrick Murphy fell from flat car and hurt his side.

April 8. — South Boston: Mary A. McCarthy fell off drawbridge and had several ribs broken.

April 18. — Walpole: Thomas Whalen broke a finger.

April 24. — Douglas: Frank Swift fell off train in getting out of freight car.

April 28. — Dudley Street: William Joyce struck and killed while playing about tracks.

May 2. — Norfolk: Patrick Reilly was struck while walking on track.

May 9. — South Boston: W. Rodgers had finger caught while working on coupling pin.

May 12. — Harvard Street: H. J. Tyler knocked off tender by overhead bridge.

May 12. — South Boston: John Clary had finger torn by nail on barrel.

May 18. — Mt. Bowdoin: George Taylor run over while lying on track.

May 19. — Norwood: Jack Hennessey jumped from train in motion.

May 28. — South Boston: Thomas McDonough struck by train.

June 18. — Millville: C. B. Titus fell off top of train, and was slightly hurt.

June 30. — Dorchester: E. F. Wells struck by engine while standing on track.

- July 19.*—South Boston: Walter Rodgers had arm hurt in coupling cars.
July 23.—Mt. Bowdoin: Roco Macciorone fell between cars in motion.
July 24.—South Boston: William Driscoll was struck by overhead bridge.
July 29.—South Boston: Thomas Parker fell off engine, and was run over
August 23.—Norwood: N. Costello found dead on track.
August 26.—Norwood Centre: Simon Donnelly had two fingers jammed in coupling.
August 27.—South Boston: John Looby had arm crushed while making coupling.
August 29.—South Boston: P. J. Welch struck by passenger train while on track.
September 1.—Norfolk: Unknown man found dead on track.
September 1.—South Boston: John Mehan was squeezed while climbing between cars.
September 6.—Water Shops: Michael Navin had a finger taken off in coupling.
September 9.—South Boston: James McQuaid struck by train while standing on track.
September 22.—Blackstone: Luke Falls fell through bridge under railroad.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	55 tons.
Average weight of locomotives in working order, . . .	40 "
Maximum weight of tenders full of fuel and water, . . .	33½ "
Average weight of tenders full of fuel and water, . . .	24½ "
Maximum weight of passenger-cars,	22 "
Average weight of passenger-cars,	19 "
Average weight of mail and baggage cars,	16 "
Average weight of 8-wheel box freight-cars,	10 "
Average weight of 4-wheel box freight cars,	5 "
Average weight of 8-wheel platform-cars,	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 feet 11 in.
Total length of heaviest engine and tender over all, . . .	53 " 3 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Company,	2,335.4 miles.

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Sweet Street, Boston,	Plate Girder.	Iron.	68 feet 10¼ inches.	February, 1887.
Islington,	" "	"	37 " 5 "	December, 1886.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . . .	12
Aggregate length of same for single track (1,170 feet).	
Aggregate length of same for double track (1,297 feet).	

* In Massachusetts, on miles road owned.

Number of spans of stone bridges of 25 feet and upwards,*	8
Aggregate length of same for double track (300 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	23
Aggregate length of same for double track (1,262 feet).	
Aggregate length of same for triple track (58 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	21
Aggregate length of same for single track (666 feet).	
Aggregate length of same for double track (1,124 feet).	
Aggregate length of same for triple track (81 feet).	
Number of crossings of highways at grade,*	98
Number of crossings of highways over railroad,	36
Number of crossings of highways under railroad,	30
Number of highway bridges 18 feet above track,	14
Number of highway bridges less than 18 feet above track,	22
Height of lowest bridge above the rail:	
On Woonsocket Division,	13 feet 9 in.
On main line,	14 " 3 "
Number of crossings at which gates or flagmen are maintained,	20
Number of crossings at which electric signals are maintained,*	2
Number of crossings at which there are neither signals nor flagmen,*	76
Number of railroad-crossings at grade (specifying each):*	4
Old Colony Railroad at Walpole.	
Old Colony Railroad at Medfield.	
Milford, Franklin & Providence at Bellingham.	
Norwich & Worcester at Webster.	
Number of railroad-crossings over other railroads (specifying each):*	3
Boston & Providence Railroad, Readville.	
Woonsocket Division at Woonsocket Junction.	
Providence & Worcester Railroad at Blackstone.	
Number of railroad-crossings under other railroads (specifying each):*	2
Old Colony Railroad at South Boston.	
Main line at Woonsocket Junction.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.175 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.298 "
Rate of fare on mileage tickets (1,000 miles),	2.000 "
Average rate of fare per mile for season-ticket passengers,	.806 "
Average rate of fare per mile <i>received</i> from all passengers,	2.074 "
Average rate of local freight per ton per mile,	8.370 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.303 "
Average rate of freight per ton per mile <i>received</i> from all freight,	1.630 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	1,236,203
Passengers from Boston (including season),	1,233,509
Season-ticket passengers to and from Boston,	273,066

* On miles of road owned in Massachusetts.

CAPITAL STOCK.		
Capital stock authorized by charter,	{ Common, \$20,000,000 00 Preferred, 5,000,000 00	
Capital stock authorized by votes of company,	{ Common, 20,000,000 00 Preferred, 5,000,000 00	
Capital stock issued (number of shares: common, 200,000; preferred, 19,500); amount paid in,		\$21,950,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	{ Common, \$20,000,000 00 Preferred, 1,950,000 00 }	21,950,000 00
Total number of stockholders,	{ Common, 1,168 Preferred, 279 }	
Number of stockholders in Massachusetts,	{ Common, 571 Preferred, 224 }	
Amount of stock held in Massachusetts,	{ Common, \$3,653,700 00 Preferred, 1,755,700 00 }	
DEBT.		
Funded debt, as follows:—		
First mortgage bonds, due Jan. 1, 1905, rate of interest 7 per cent.,		\$6,000,000 00
Interest paid on same during year,	\$420,000 00	
First mortgage bonds, due Jan. 1, 1905, rate of interest 6 per cent.,		4,000,000 00
Interest paid on same during year,	\$240,000 00	
Second mortgage bonds, due Aug. 1, 1902, rate of interest 6 per cent.,	{ \$3,363,000 00 3 per cent., 998,000 00 }	4,361,000 00
Interest paid on same during year,	\$231,720 00	
TOTAL AMOUNT OF FUNDED DEBT,		\$14,361,000 00

NAME AND RESIDENCE OF OFFICERS.

J. A. Bostwick, *President*, New York, N. Y. William P. Shinn, *Vice President*, Boston, Mass. A. A. Jackson, *General Superintendent*, Boston, Mass. Joseph A. Shinn, *Auditor*, Boston, Mass. R. E. Eavenson, Eastern Division; L. W. Palmer, Providence Division; C. H. Platt, Western Division; E. H. Tucker, Woonsocket Division, *Division Superintendents*. G. H. Williams, *General Freight Agent*, Boston, Mass. A. C. Kendall, *General Passenger Agent*, Boston, Mass. G. B. Phippen, *Treasurer*, Boston, Mass. J. W. Perkins, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Eustace C. Fitz, Boston, Mass. Jonas H. French, Boston, Mass. George M. Rice, Worcester, Mass. Nicholas Sheldon, Providence, R. I. B. F. Vaughan, Providence, R. I. Frederick J. Kingsbury, Waterbury, Conn. W. H. Stevenson, Bridgeport, Conn. Elijah Smith, New York, N. Y. Heman Clark, New York, N. Y. T. W. Pearsall, New York, N. Y. John G. Moore, New York, N. Y. W. H. Starbuck, New York, N. Y. John L. Macauley, New York, N. Y. J. A. Bostwick, New York, N. Y. George M. Landers, Bridgeport, Conn. Thomas Rutter, New York, N. Y. William P. Shinn, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.
NEW YORK & NEW ENGLAND RAILROAD COMPANY,
BOSTON, MASS.

J. A. BOSTWICK,
WM. P. SHINN.
THOMAS RUTTER,
B. F. VAUGHAN,
HEMAN CLARK,
JONAS H. FRENCH,
W. H. STARBUCK,
T. W. PEARSALL,
JNO. G. MOORE,
GEO. M. RICE,

Directors.

GEO. B. PHIPPEN,

Treasurer.

A. A. JACKSON,

General Superintendent.

STATE OF NEW YORK.

NEW YORK CITY AND COUNTY, ss. Nov. 16, 1887. Then personally appeared J. A. Bostwick, William P. Shinn, Thomas Rutter, B. F. Vaughan, Jonas H. French, W. H. Starbuck, John G. Moore, George M. Rice, Heman Clark and T. W. Pearsall, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JNO. A. HILLERY,

*A Commissioner for the Commonwealth of Massachusetts,
at No. 56 Wall Street, in New York City.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 17, 1887. Then personally appeared George B. Phippen and A. A. Jackson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES W. PERKINS,

Justice of the Peace.

REPORT

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$7,890,209 28
Total expense (including taxes),	5,634,206 99
Net income,	2,256,002 29
Rentals:	422,110 00
Harlem River & Pt. Chester R. R.,	\$170,000 00
Shore Line Railway,	100,000 00
B. & N. Y. Air Line R. R.,	148,110 00
Stamford & New Canaan R. R.,	4,000 00
Interest accrued during year:	80,000 00
On funded debt,	80,000 00
Dividends declared (10 per cent.),	1,550,000 00
Balance for the year (surplus),	203,892 29
Balance at commencement of year,	3,263,415 39
Add:	
Received for sale of Tomlinson bridge,	25,000 00
Net accretion of sinking fund,*	55,500 72
Balance at commencement of year as so changed,	3,343,916 11
Balance Sept. 30, 1887 (surplus),	3,547,808 40
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,627,379 62
through passengers (to and from other roads),	1,498,503 60
express and extra baggage,	282,461 50
mails,	170,316 81
other sources, passenger department,	193,369 55
Total earnings from passenger department,	4,772,031 08
From local freight,	966,370 70
through freight (to and from other roads),	1,961,630 79
other sources, freight department,	24,360 32
Total earnings from freight department,	2,952,361 81
TOTAL TRANSPORTATION EARNINGS,	7,724,392 89
Income from all other sources, viz.:	165,816 39
Interest,	\$53,608 23
Rents,	112,208 16
TOTAL INCOME FROM ALL SOURCES,	7,890,209 28
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$130,179 65
Rents,	199,918 61
Legal expenses,	21,733 57

* A portion of this accretion comes from interest and dividends paid by this company.

Insurance,	\$10,086 65
Stationery and printing,	30,083 84
Outside agencies and advertising,	5,744 58
Contingencies and miscellaneous,	20,472 23
Repairs of bridges (including culverts and cattle-guards),	56,881 82
Repairs of buildings,	507,672 35
Repairs of fences, road-crossings and signs,	63,446 09
Renewal of rails,	28,225 30
[Number tons steel laid, 815.76.]	
Renewal of ties,	96,766 01
[Number laid, 213,141.]	
Repairs of road-bed and track,	614,658 88
Repairs of locomotives,	195,090 17
Tools and machinery,	33,336 50
Fuel for locomotives,	390,070 97
[Tons of coal, 116,764.]	
Water supply,	23,419 74
Oil and waste,	32,312 24
Locomotive service,	287,724 75
Repairs of passenger-cars,	274,540 34
Passenger-train service,	225,627 95
Passenger-train supplies,	26,561 91
Repairs of freight-cars,	208,694 20
Freight-train service,	208,271 96
Freight-train supplies and expenses,	11,774 04
Mileage freight-cars,	68,120 71
Barge expenses,	220,338 56
Telegraph expenses,	41,755 81
Dock expenses,	71,112 42
Loss and damage, freight and baggage,	6,704 44
Loss and damage, property and cattle,	12,152 31
Personal injuries,	48,882 44
Agents and station service,	931,610 13
Station supplies,	170,738 67
TOTAL OPERATING EXPENSES,	\$5,274,709 84
Taxes,	359,497 15
TOTAL OPERATING EXPENSES AND TAXES,	\$5,634,206 99
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
On account four-tracking road,	\$672,582 42
TOTAL FOR CONSTRUCTION,	672,582 42
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	672,582 42
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$13,056,686 24
Cost of equipment,	2,479,826 35
Lands in Massachusetts,	142,914 10
Lands in Connecticut and New York,	728,112 18
Docks and wharves,	128,688 81
New construction,	901,592 32
TOTAL PERMANENT INVESTMENTS,	\$17,437,319 50

Cash,	\$1,214,828 70	
Bills receivable,	1,194,785 00	
Due from agents and companies,	309,546 47	
Materials and supplies,	463,795 40	
Sinking fund,	1,264,758 27	
TOTAL CASH ASSETS,		\$4,447,713 84
TOTAL ASSETS,		\$21,885,033 84
LIABILITIES.		
Capital stock,		\$15,500,000 00
Funded debt,		2,000,000 00
Unfunded debt, viz.:		837,224 94
Interest unpaid,	\$26,666 67	
Vouchers and accounts,	810,558 27	
Profit & Loss balance,		3,547,808 40
TOTAL LIABILITIES,		\$21,885,033 84
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Bonds guaranteed by this company:		\$3,000,000 00
Bonds of Harlem River and Port Chester Railroad.		
TOTAL (not included in balance sheet),		\$3,000,000 00
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		2,716,565
Freight-train mileage,		1,400,375
TOTAL REVENUE-TRAIN MILEAGE,		4,116,940
Switching-train mileage,		823,547
Other train mileage,		253,693
TOTAL TRAIN MILEAGE,		5,194,180
Number of season-ticket passengers,		2,630,606
Number of local passengers (including season),		8,358,413
Number of through passengers (to and from other roads),		1,003,013
TOTAL NUMBER OF PASSENGERS CARRIED,		9,361,426
Local passenger mileage (local passengers carried one mile),		174,416,689
Through passenger mileage (through passengers carried one mile),		74,744,211
TOTAL PASSENGER MILEAGE,		249,160,900
Number tons local freight,		855,093
Number tons through freight (to and from other roads),		1,747,064
TOTAL NUMBER TONS FREIGHT CARRIED,		2,602,157
Local freight mileage (tons local freight carried one mile),		28,171,340
Through freight mileage (tons through freight carried one mile),		121,874,368
TOTAL FREIGHT MILEAGE,		150,045,708
Average weight of passenger-trains (exclusive of passengers),		180 tons.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		260 tons.
Average number of cars in freight-train,		23
Average number of persons employed,		5,591
DESCRIPTION OF ROAD.		
Main line of road from Harlem Railroad Junction to Springfield, Mass.,		128.200 miles.
Main line of road in Massachusetts,		5.870 "
Main line of road in Connecticut,		108.280 "

Main line of road in New York,	14.050 miles.
Double track on main line,	123.200 "
Same in Massachusetts,	5.870 "
Branches owned by company, viz:—	
Middletown (single track),	10.000 "
New Britain (single track),	3.000 "
Suffield (single track),	4.500 "
<i>Total length of branches owned by company,</i>	17.500 "
<i>Total length of branches owned by company in Connecticut,</i>	17.500 "
<i>Total road belonging to this company,</i>	140.700 "
<i>Sidings and other tracks not above enumerated,</i>	89.115 "
<i>Same in Massachusetts,</i>	5.760 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	353.015 "
<i>Same in Massachusetts,</i>	17.500 "
Total length of steel rails in tracks, not including steel-top rails,	261.059 "
 <i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Harlem River & Port Chester Railroad, length,	11.80 miles.
Shore Line Railway, length,	50.97 "
Boston & New York Air Line Railroad, length,	50.00 "
Colchester Branch, length,	3.59 "
Stamford & New Canaan Railroad, length,	8.30 "
<i>Total length of above roads,</i>	124.66 "
<i>Total length of above roads in other States (specifying each):—</i>	
Connecticut,	112.86 "
New York,	11.80 "
<i>Total miles of road operated by this company,</i>	265.36 "
<i>Total miles of road operated by this company in Massachusetts,</i>	5.87 "
<i>Number of stations in Massachusetts on all roads operated by this company,</i>	3
<i>Number of telegraph offices in same,</i>	1
<i>Number of stations on all roads owned by this company,</i>	60
<i>Same in Massachusetts,</i>	3
 EQUIPMENT.	
<i>Number of locomotives (leased, 6; owned, 127),</i>	133
<i>Number of passenger-cars (leased, 7; owned, 269),</i>	276
<i>Number of parlor or sleeping cars (owned, 40),</i>	40
<i>Number of baggage, mail, and express cars (leased, 4; owned, 91),</i>	95
<i>Number of freight-cars (basis of 8 wheels), (leased, 151; owned, 2,782),</i>	2,933
<i>Number of other cars (leased, 1; owned, 59),</i>	60

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	2	11
Employees, .	-	-	-	3	-	3	17	81
Others, .	-	-	1	1	1	1	57	35

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 2, 1887. — Engine 101, backing up from Elm Street to take train 20 from Springfield this noon, ran over and fatally injured Touissant Ovemitte, near Trask's Avenue. He came out of the avenue just in front of engine.

July 18. — James Dolan, night watchman at Springfield, was found at the switch near the gas-house seriously injured; supposed to have been struck in some way by train No. 71.

September 5. — James McCue of Albany jumped from train No. 15 in the yard at Springfield Saturday, September 3, stumbled over the rail, fell, and cut his leg badly. He stated after the accident "that he was stealing a ride from Hartford to Springfield, and that was the reason why he jumped off the train before it reached the depot."

September 19. — John Sullivan, brakeman, fell from a car in the yard at Springfield, Saturday afternoon last, and was seriously injured.

September 24. — Brakeman Frank Major was injured at Springfield, yesterday P.M., coupling cars.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	56 tons.
Average weight of locomotives in working order, . . .	40 "
Maximum weight of tenders full of fuel and water, . . .	35 "
Average weight of tenders full of fuel and water, . . .	27 "
Maximum weight of passenger-cars, . . .	26½ "
Average weight of passenger-cars, . . .	19 "
Average weight of mail and baggage-cars, . . .	16 "
Average weight of 8-wheel box freight-cars, . . .	11 "
Average weight of 4-wheel box freight-cars, . . .	6 "
Average weight of 8-wheel platform-cars, . . .	8½ "
Average weight of 4-wheel platform-cars, . . .	4½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	48 feet 2 in.
Total length of heaviest engine and tender over all, . . .	55 " 8 "
What telegraph companies own a line on your right of way, and how many miles does each own?	
Western Union, . . .	257.06 miles.
Phelps' Induction, . . .	12.00 "
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities: —	
From Stamford, Conn., to New Canaan, Conn., . . .	8.80 "

BRIDGES.

Number of spans of iron bridges of 25 feet and upwards,* . . .	1
Aggregate length of same for single track (56 feet).	
Aggregate length of same for double track (112 feet).	
Number of crossings of highways at grade,* . . .	9
Number of crossings of highways under railroad, . . .	3
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . .	8

* In Massachusetts, on miles road owned.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company prior to Jan. 1, 1887,	2.56 cents.
After Jan. 1, —	
New York & Hartford Division,	2.00 "
Shore Line & Air Line,	2.50 "
Average rate of fare per mile received from passengers to and from other roads,	2.13 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.57 "
Average rate of fare per mile received from all passengers,	1.77 "
Average rate of local freight per ton per mile,	3.43 "
Average rate of freight per ton per mile received from freight to and from other roads,	1.61 "
Average rate of freight per ton per mile received from all freight,	1.95 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$15,500,000 00
Capital stock authorized by votes of company,	15,500,000 00
Capital stock issued (number of shares, 155,000); amount paid in,	\$15,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	15,500,000 00
Total number of stockholders,	3,545
Number of stockholders in Massachusetts,	513
Amount of stock held in Massachusetts,	\$2,298,100 00
DEBT.	
Funded debt, as follows : —	
First mortgage bonds due 1903, rate of interest 4 per cent.,	\$2,000,000 00
Interest paid on same during year,	\$80,000 00

NAME AND RESIDENCE OF OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. E. M. Reed, *Vice-President*, New Haven, Conn. O. M. Shepard, *General Superintendent*, New Haven, Conn. S. C. Fleetwood, *Auditor*, New Haven, Conn. W. H. Turner, New York; C. S. Davidson, Hartford, Conn.; E. G. Allen, New Haven, Conn.; W. A. Waterbury, New Haven, Conn., *Superintendents*. Charles Rockwell, *General Freight Agent*, New Haven, Conn. C. T. Hempstead, *General Passenger Agent*, New York, N. Y. W. L. Squire, *Treasurer*, New Haven, Conn. W. D. Bishop, Jr., *Clerk of Corporation and Secretary*, Bridgeport, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles P. Clark, New Haven, Conn. E. M. Reed, New Haven, Conn. George H. Watrous, New Haven, Conn. William D. Bishop, Bridgeport, Conn. Wilson G. Hunt, New York, N. Y. George N. Miller, New York, N. Y. A. R. Van Nest, New York, N. Y. Henry C. Robinson, Hartford, Conn. E. H. Trowbridge, New Haven, Conn. Nathaniel Wheeler, Bridgeport, Conn. C. M. Pond, Hartford, Conn. Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y.

PROPER ADDRESS OF THE COMPANY.
NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

CHARLES P. CLARK,
E. M. REED,
WILSON G. HUNT,
A. R. VAN NEST,
E. H. TROWBRIDGE,
CHAUNCEY M. DEPEW,
HENRY C. ROBINSON,
N. WHEELER,
JOSEPH PARK,

Directors.

WILLIAM L. SQUIRE,
Treasurer.

O. M. SHEPARD,
Superintendent.

STATE OF NEW YORK.

NEW YORK, ss. NEW YORK, Nov. 12, 1887. Then personally appeared Charles P. Clark, Edward M. Reed, Wilson G. Hunt, Abraham Van Nest, Ezekiel H. Trowbridge, Chauncey M. Depew, Henry C. Robinson, Nathaniel Wheeler and Joseph Park, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. C. FLEETWOOD,
Notary Public,

Westchester County, N. Y.

[Certificate filed in New York County.]

STATE OF CONNECTICUT.

NEW HAVEN, ss. NEW HAVEN, CONN., Nov. 14, 1887. Then personally appeared William L. Squire, treasurer, and O. M. Shepard, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. C. FLEETWOOD,
Notary Public.

REPORT

OF THE

NORTH BROOKFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$3,146 12
Total expense (including taxes),	210 27
Net income,	2,935 85
Dividends declared (3 per cent.),	3,000 00
Balance for the year (deficit),	64 15
Balance at commencement of year,	5,995 24
Balance Sept. 30, 1887 (surplus),	5,931 09
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$3,000 00
Income from all other sources, viz.:	146 12
Rent of hall,	\$118 75
Received on insurance policy,	14 50
Interest on deposit,	12 87
TOTAL INCOME FROM ALL SOURCES,	\$3,146 12
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$105,456 79
Safe,	75 00
TOTAL PERMANENT INVESTMENTS,	\$105,531 79
Cash,	399 30
TOTAL ASSETS,	\$105,931 09
LIABILITIES.	
Capital stock,	\$100,000 00
Profit & Loss balance,	5,931 09
TOTAL LIABILITIES,	\$105,931 09
DESCRIPTION OF ROAD.	
Main line of road from North Brookfield to East Brookfield,	4.160 miles.
Main line of road in Massachusetts,	4.160 "
Total road belonging to this company,	4.160 "
Sidings and other tracks not above enumerated, . . . . .	.490 "
Same in Massachusetts, . . . . .	.490 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.650 "
Same in Massachusetts,	4.650 "

Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	1
Number of crossings of highways at grade,	10
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter, \$100,000 00	
Capital stock authorized by votes of company, 100,000 00	
Capital stock issued (number of shares 1,000) amount paid in),	\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	100,000 00
Total number of stockholders,	49
Number of stockholders in Massachusetts,	48
Amount of stock held in Massachusetts,	\$99,900 00

NAME AND RESIDENCE OF OFFICERS.

Bonum Nye, *President*, North Brookfield, Mass. Alden Batcheller, *Vice-President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. Theodore C. Bates, *Clerk of Corporation*, North Brookfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Bonum Nye, North Brookfield, Mass. Alden Batcheller, North Brookfield, Mass. Theodore C. Bates, North Brookfield, Mass. John B. Dewing, North Brookfield, Mass. Warren Tyler, North Brookfield, Mass. Francis Batcheller, North Brookfield, Mass. Alfred H. Batcheller, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,
NORTH BROOKFIELD, MASS.

BONUM NYE,
WARREN TYLER,
THEODORE C. BATES,
JOHN B. DEWING,
ALDEN BATCHELLER,
FRANCIS BATCHELLER,

Directors.

JOHN B. DEWING,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 8, 1887. Then personally appeared Bonum Nye, Warren Tyler, Theodore C. Bates, John B. Dewing, Alden Batcheller and Francis Batcheller, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE R. HAMANT,

Justice of the Peace.

REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$781,978 89
Total expense (including taxes),	488,869 19
Net income,	293,109 70
Rentals:	40,220 00
New London Northern R. R. Co., for use of road,	\$40,220 00
Interest accrued during year:	27,165 46
On funded debt,	24,000 00
On other debt,	3,165 46
Dividends declared (8 per cent.),	207,824 00
Balance for the year (surplus),	17,900 24
Balance at commencement of year,	854,940 09
Balance Sept. 30, 1887 (surplus),	872,840 33
ANALYSIS OF EARNINGS.	
From local passengers,	\$126,647 36
through passengers (to and from other roads),	77,798 77
express and extra baggage,	16,585 25
mails,	5,868 31
Total earnings from passenger department,	226,899 69
From local freight,	171,681 26
through freight (to and from other roads),	346,008 59
Total earnings from freight department,	517,689 85
TOTAL TRANSPORTATION EARNINGS,	744,589 54
Income from all other sources, viz.:	37,389 35
Miscellaneous earnings,	\$6,777 61
Div. Nor. & N. Y. Transportation Co.,	21,600 00
From N. Y. & N. E. R. R. Co., account dividends,	9,011 74
TOTAL INCOME FROM ALL SOURCES,	\$781,978 89
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$25,242 69
Legal expenses,	837 23
Insurance,	1,850 59
Stationery and printing,	4,766 65
Outside agencies and advertising,	1,855 78
Contingencies and miscellaneous,	12,904 86
Repairs of bridges (including culverts and cattle-guards),	5,826 96
Repairs of buildings,	8,338 32
Repairs of fences, road-crossings and signs,	362 60

Renewal of rails,	\$15,500 00
[Number tons steel laid, 593.]	
Renewal of ties,	6,115 52
[Number laid, 21,665.]	
Repairs of road-bed and track,	33,463 57
Repairs of locomotives,	31,559 20
Fuel for locomotives,	51,466 64
Water supply,	2,664 25
Oil and waste,	2,000 94
Locomotive service,	39,042 71
Repairs of passenger-cars,	10,293 40
Passenger-train service,	15,139 23
Passenger-train supplies,	999 15
Repairs of freight-cars,	31,140 78
Freight-train service,	26,973 98
Freight-train supplies,	1,698 09
Mileage freight-cars,	17,079 91
Telegraph expenses,	4,894 29
Loss and damage, freight and baggage,	717 70
Loss and damage, property and cattle,	48 98
Personal injuries,	886 00
Agents and station service,	79,474 00
Station supplies,	5,881 15
TOTAL OPERATING EXPENSES,	\$439,025 17
Taxes,	49,844 02
TOTAL OPERATING EXPENSES AND TAXES,	\$488,869 19
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Passenger and freight stations (new freight station, Worcester), wood-sheds, and water-stations,	\$37,571 35
Extension general offices,	79 18
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$37,650 53

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$3,347,207 35	
Cost of equipment,	179,750 67	
Lands in Massachusetts and Connecticut,	3,107 08	
Stock of Norwich & New York Transportation Company,	270,000 00	
TOTAL PERMANENT INVESTMENTS,		\$3,800,065 10
Cash,	\$4,839 36	
Due from agents and companies,	1,430 28	
Materials and supplies and cash transferred to N. Y. & N. E. R. R. Co.,	90,002 86	
Debit balances,	151,974 78	
TOTAL CASH ASSETS,		248,247 28
TOTAL ASSETS,		\$4,048,312 38

LIABILITIES.		
Capital stock,		\$2,604,400 00
Funded debt,		400,000 00
Unfunded debt, viz.:		171,072 05
Interest unpaid (coupons),	\$14,750 00	
Dividends unpaid,	3,028 00	
Notes payable,	82,500 00	
Vouchers and accounts,	70,799 05	
Profit & Loss balance,		872,840 33
TOTAL LIABILITIES,		\$4,048,312 38

Explanation: The New York & New England assumed the charge of the accounts Aug. 1, 1887, and the earnings and expenses are carried into the Profit and Loss account for those two months, and are on N. Y. & N. E. R. R. Co.'s books, but are included in answer to questions for the whole year in this report. Net earnings of said accounts amount to	846,350 11
The dividend Norwich & New York Transportation Company not included in above accounts,	21,600 00

MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		187,099
Freight-train mileage,		173,893
TOTAL REVENUE-TRAIN MILEAGE,		360,992
Switching-train mileage,		152,089
Other-train mileage,		7,369
TOTAL TRAIN MILEAGE,		520,450
Number of season-ticket passengers,		57,503
Number of local passengers (including season),		489,329
Number of through passengers (to and from other roads),		114,833
TOTAL NUMBER OF PASSENGERS CARRIED,		604,162
Local passenger mileage (local passengers carried one mile),		5,802,145
Through passenger mileage (through passengers carried one mile),		3,512,995
TOTAL PASSENGER MILEAGE,		9,315,140
Number tons local freight,		215,792
Number tons through freight (to and from other roads),		420,237
TOTAL NUMBER TONS FREIGHT CARRIED,		636,029
Local freight mileage (tons local freight carried one mile),		7,455,539
Through freight mileage (tons through freight carried one mile),		12,524,333
TOTAL FREIGHT MILEAGE,		19,979,872
Average weight of passenger-trains (exclusive of passengers),		73 tons.
Average number of cars in passenger-train,		3.84
Average weight of freight-trains (exclusive of freight),		184 tons.
Average number of cars in freight-train,		20.40
Average number of persons employed,		445

DESCRIPTION OF ROAD.		
Main line of road from Allyn's Point to Worcester, including N. L. N. connection at Norwich,		66.40 miles.
Main line of road in Massachusetts,		18.60 "
Main line of road in Connecticut,		47.80 "
Total road belonging to this company,		66.40 "
Sidings and other tracks not above enumerated,		21.62 "
Same in Massachusetts,		7.43 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		88.02 "
Same in Massachusetts,		26.00 "

Total length of steel rails in tracks, not including steel-top rails,	59.75 miles.
[Weights per yard, 60 pounds.]	
Total miles of road operated by this company,	66.40 "
Total miles of road operated by this company in Massachusetts,	18.60 "
Number of stations in Massachusetts on all roads operated by this company,	9
Number of telegraph-offices in same,	4
Number of stations on all roads owned by this company,	24
Same in Massachusetts,	9
EQUIPMENT.	
Number of locomotives,	17
Number of passenger-cars,	16
Number of baggage, mail and express cars,	3
Number of freight-cars (basis of 8 wheels),	510

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	4	-	4	1	11
Others,	-	-	2	-	2	-	3	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

January 12, 1887. — Worcester: T. F. Scully, brakeman, finger bruised, coupling.

January 13. — Worcester: Herbert S. Young, brakeman, finger bruised, coupling.

February 12. — Oxford: L. W. Brewer, walking on track; killed.

April 20. — Worcester: G. N. Bellows, brakeman, leg fractured, jumping from derailed car.

July 25. — South Worcester: Mrs. Mary Cummings attempted to cross track at Southgate Street; killed.

September 9. — Worcester: Frank Bass, brakeman, thrown from car, injuring leg.

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	45 tons.
Average weight of locomotives in working order,	35 "
Maximum weight of tenders full of fuel and water,	24 "
Average weight of tenders full of fuel and water,	22 "
Average weight of passenger-cars,	37,500 lbs.
Average weight of mail and baggage cars,	32,000 "
Average weight of 8-wheel box freight-cars,	16,600 "
Average weight of 4-wheel box freight-cars,	8,600 "
Average weight of 8-wheel platform-cars,	15,500 "
Average weight of 4-wheel platform-cars (coal),	9,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 feet 8 in.

Total length of heaviest engine and tender over all,	52 feet 5 in.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union.	
About 60 miles.	

BRIDGES.

Number of spans of stone bridges of 25 feet and upwards,*	2
Number of spans of iron bridges of 25 feet and upwards,*	6
Aggregate length of same for single track (361 feet 9 inches)	
Number of spans of timber bridges of 25 feet and upwards,*	7
Aggregate length of same for single track (276 feet 4 inches)	
Number of crossings of highways at grade,*	29
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	4
Number of highway bridges 18 feet above track,	2
Height of lowest bridge above the rail,	18
Number of crossings at which gates or flagmen are maintained,	9
Number of crossings at which there are neither signals nor flagmen,*	20
Number of railroad-crossings at grade (specifying each):*	2
New York & New England at Webster.	
Boston & Albany at South Worcester.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.18 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.21 "
Rate of fare on mileage tickets (1,000 miles),	2.00 "
Average rate of fare per mile for season-ticket passengers,	.87 "
Average rate of fare per mile received from all passengers,	2.20 "
Average rate of local freight per ton per mile,	2.30 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.76 "
Average rate of freight per ton per mile received from all freight,	2.50 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$3,825,000 00
Capital stock authorized by votes of company,	3,825,000 00
Capital stock issued (number of shares, 26,044); amount paid in,	\$2,604,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,604,400 00
Total number of stockholders,	772
Number of stockholders in Massachusetts,	613
Amount of stock held in Massachusetts,	\$2,004,000 00

DEBT.

Funded debt, as follows:	
First mortgage bonds, due 1897, rate of interest 6 per cent.,	\$400,000 00
Interest paid on same during year,	\$24,000 00

NAME AND RESIDENCE OF OFFICERS.

F. H. Dewey, *President*, Worcester, Mass. P. St. M. Andrews, *Managing Agent*, Norwich, Conn. M. M. Whittemore, *Auditor*, Norwich, Conn. P. St. M. Andrews, *Superintendent*, Norwich, Conn. George A. Harris, *Division Freight Agent*, Norwich, Conn. Edw. T. Clapp, *Division Passenger Agent*, Norwich, Conn. George L. Perkins, *Treasurer*, Norwich, Conn. Edw. T. Clapp, *Clerk of Corporation*, Norwich, Conn.

* In Massachusetts, on miles road owned.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis H. Dewey, Worcester, Mass. Edward L. Davis, Worcester, Mass.
Thomas B. Eaton, Worcester, Mass. Samuel Woodward, Worcester, Mass.
Josiah H. Clarke, Worcester, Mass. William Bayard Cutting, New York,
N. Y. Lorenzo Blackstone, Norwich, Conn. William A. Slater, Norwich,
Conn. .

PROPER ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,
NORWICH, CONN.

FRANCIS H. DEWEY,
SAM'L WOODWARD,
THOS. B. EATON,
JOSIAH H. CLARKE,
Directors.
G. L. PERKINS,
Treasurer.
P. ST. M. ANDREWS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 15, 1887. Then personally appeared Francis H. Dewey, Samuel Woodward, Thomas B. Eaton and Josiah H. Clarke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. H. CHAMBERLAIN,
Justice of the Peace.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. NORWICH, Nov. 17, 1887. Then personally appeared G. L. Perkins and P. St. M. Andrews, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA L. PECK,
Notary Public.

REPORT OF THE OCEAN TERMINAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[Partially constructed only.]

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$2,000 00
TOTAL ASSETS,	\$2,000 00
LIABILITIES.	
Capital stock,	\$2,000 00
TOTAL LIABILITIES,	\$2,000 00
CAPITAL STOCK.	
Capital stock authorized by charter,	\$10,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock paid in on shares not issued (number shares, 100),	2,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	2,000 00
Total number of stockholders,	14
Number of stockholders in Massachusetts,	14
Amount of stock held in Massachusetts,	\$2,000 00

NAME AND RESIDENCE OF OFFICERS.

Amos Stone, *President*, Boston, Mass. C. E. A. Bartlett, *Treasurer and Clerk of Corporation*, Chelmsford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos Stone, Boston, Mass. J. E. Bartlett, Boston, Mass. C. S. Mellen, Arlington, Mass. W. F. Simons, Somerville, Mass. C. E. A. Bartlett, Chelmsford, Mass.

PROPER ADDRESS OF THE COMPANY.
OCEAN TERMINAL RAILROAD COMPANY,
BOSTON, MASS.
(Care of Boston & Lowell Railroad.)

AMOS STONE,
C. S. MELLEN,
W. F. SIMONS,
C. E. A. BARTLETT,
Directors.
C. E. A. BARTLETT,
Treasurer.
C. S. MELLEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1887. Then personally appeared C. E. A. Bartlett, W. F. Simons, Amos Stone and C. S. Mellen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,
Justice of the Peace.

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REPORT

OF THE

OLD COLONY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$5,187,308 89
Total expense (including taxes),	3,695,471 04
Net income,	1,441,837 85
Rentals:	16,134 05
Fall River Railroad Company,	\$12,534 05
Boston & Lowell Railroad Company,	3,600 00
Interest accrued during year:	597,897 35
On funded debt,	556,755 00
On other debt,	41,142 35
Dividends declared (7 per cent.),	788,615 40
Balance for the year (surplus),	39,191 05
Balance at commencement of year,	959,718 72
Balance Sept. 30, 1887 (surplus),	998,909 77
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,091,283 40
through passengers (to and from other roads),	481,292 75
express and extra baggage,	157,033 57
mails,	43,188 87
Total earnings from passenger department,	2,772,798 59
From local freight,	1,311,819 16
through freight (to and from other roads),	684,104 45
Total earnings from freight department,	1,995,923 61
TOTAL TRANSPORTATION EARNINGS,	4,768,722 20
Rents for use of road,	8,600 00
Income from all other sources, viz.:	864,986 69
Rent of tenements,	\$63,990 22
Income from investments,	95,215 30
Premium on stock sold,	*176,522 76
Sale of gravel,	10,879 83
South Boston, Somerset and Fairhaven wharves,	18,378 58
TOTAL INCOME FROM ALL SOURCES,	\$5,137,308 89
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$78,585 31
Legal expenses,	8,812 42
Insurance,	15,769 58
Stationery and printing,	85,664 72
Outside agencies and advertising,	25,942 28
Contingencies and miscellaneous,	28,243 60
Repairs of bridges (including culverts and cattle-guards),	118,711 40
Repairs of buildings,	213,712 78
Repairs of fences, road-crossings and signs,	42,684 68

* On company's books this item is carried to improvement account.

Renewal of rails,	\$40,931 97
[Number tons steel laid, 1,454.]	
[Number tons iron laid, 969.]	
Renewal of ties,	71,893 39
[Number laid, 207,491.]	
Repairs of road-bed and track,	528,948 18
Repairs of locomotives,	191,494 15
Fuel for locomotives,	327,877 10
[Tons of coal, 84,499; cords of wood, 298.]	
Water supply,	16,834 85
Oil and waste,	25,009 58
Locomotive service,	253,176 61
Repairs of passenger-cars,	210,198 04
Passenger-train service,	172,690 06
Passenger-train supplies,	19,226 34
Repairs of freight-cars,	151,905 19
Freight-train service,	166,821 36
Freight-train supplies,	2,842 24
Mileage freight-cars,	35,304 16
Telegraph expenses,	64,442 42
Loss and damage, freight and baggage,	6,753 36
Loss and damage, property and cattle,	4,262 50
Personal injuries,	83,469 53
Agents and station service,	449,686 66
Station supplies,	53,672 59
TOTAL OPERATING EXPENSES,	*\$3,440,067 05
Taxes,	255,403 99
TOTAL OPERATING EXPENSES AND TAXES,	\$3,695,471 04
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$161,268 23
Bridging,	9,993 72
Superstructure, including rails,	33,213 89
Land, land damages, and fences,	143,623 19
Passenger and freight stations, wood-sheds, and water-stations,	8,441 49
Engineering, agencies, salaries, and other expenses during construction,	872 80
Purchase of other roads:	140,557 88
Hanover Branch,	103,620 00
Worcester & Milton Branch,	36,937 88
TOTAL FOR CONSTRUCTION,	497,971 20
Locomotives (number, 3),	7,000 00
Passenger, mail, and baggage cars (number, 7),	13,188 67
Freight and other cars (number, 22),	4,530 00
TOTAL FOR EQUIPMENT,	24,718 67
TOTAL CHARGES TO PROPERTY ACCOUNTS,	522,639 87
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Sales of land,	\$21,312 96
Dorchester & Milton Branch R. R. account transferred to construction account,	36,937 88
Total credits to property accounts,	58,250 84
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$464,439 03

* This item includes \$162,476.22, or \$68,443.05 for new buildings, \$29,105.55 for new locomotives, \$13,232 for new passenger cars, \$33,300 for new freight cars, and \$13,365.62 for discontinuing grade-crossings, which is charged to improvement account on the books of the company.

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$18,501,811 00	
Cost of equipment,	2,190,477 75	
Lands in Massachusetts,	457,085 44	
Lands in Rhode Island,	40,100 00	
Stock of Old Colony Steamboat Company,	725,500 00	
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company,	15,340 88	
Stock of Union Freight Railroad Company,	79,014 42	
Stock of Lowell & Framingham Railroad Company,	10,529 69	
Stock of Fall River Railroad Company,	5,967 00	
Bonds and stock of Fall River, Warren & Providence Railroad Company,	348,655 43	
Stock of Sea View Hotel & Wharf Company,	7,270 00	
Stock of Oak Bluffs Land & Wharf Company,	100 00	
TOTAL PERMANENT INVESTMENTS,		\$22,381,851 56
Cash,	\$226,736 72	
Bills receivable,	124,185 02	
Due from agents and companies,	178,133 09	
Materials and supplies,	422,131 25	
Debit balances,	126,735 20	
TOTAL CASH ASSETS,		1,077,921 28
TOTAL ASSETS,		\$23,459,772 84
LIABILITIES.		
Capital stock,		\$11,364,600 00
Stock of Boston, Clinton, Fitchburg & New Bedford and Lowell & Framingham Railroads, unconverted,	11,925 00	
Funded debt,	9,607,300 00	
Unfunded debt, viz.:	1,477,038 07	
Interest unpaid,	\$21,872 00	
Dividends unpaid,	28,422 66	
Notes payable,	898,061 10	
Vouchers and accounts,	528,682 31	
Profit & Loss balance,		998,909 77
TOTAL LIABILITIES,		\$23,459,772 84
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,	1,978,110	
Freight-train mileage,	778,503	
TOTAL REVENUE-TRAIN MILEAGE,	2,756,613	
Switching-train mileage,	768,990	
Other train mileage,	243,719	
TOTAL TRAIN MILEAGE,	3,769,322	
Number of season-ticket passengers,	2,166,671	
Number of local passengers (including season),	8,576,933	
Number of through passengers (to and from other roads),	945,434	
TOTAL NUMBER OF PASSENGERS CARRIED,	9,522,367	
Local passenger mileage (local passengers carried one mile),	141,253,293	
Through passenger mileage (through passengers carried one mile),	24,068,868	
TOTAL PASSENGER MILEAGE,	165,322,161	
Number tons local freight,	1,204,756	

Number tons through freight (to and from other roads), . . .	729,335
TOTAL NUMBER TONS FREIGHT CARRIED, . . .	1,934,091
Local freight mileage (tons local freight carried one mile), . .	36,843,509
Through freight mileage (tons through freight carried one mile), . . .	31,912,305
TOTAL FREIGHT MILEAGE, . . .	68,755,814
Average weight of passenger-trains (exclusive of passengers), .	180 tons.
Average number of cars in passenger-trains, . . .	7
Average weight of freight-trains (exclusive of freight), . . .	290 tons.
Average number of cars in freight-train, . . .	33
Average number of persons employed, . . .	3,517

DESCRIPTION OF ROAD.

Main line of road from Boston to Plymouth, Provincetown, New Bedford and Newport, and from Taunton to Fitchburg and Framingham to Lowell, . . .	368.89 miles.
Main line of road in Massachusetts, . . .	352.70 "
Main line of road in Rhode Island, . . .	16.19 "
Double track on main line, . . .	98.76 "
Same in Massachusetts, . . .	98.76 "
Branches owned by company, viz.:	
Dorchester & Milton Branch (single track), . . .	3.30 "
Stoughton Branch (single track), . . .	1.65 "
Shawmut Branch (single track), . . .	2.39 "
Bridgewater Branch (single track), . . .	7.33 "
Brockton Branch (single track), . . .	.75 "
Granite Branch (single track), . . .	5.41 "
Hyannis Branch (single track), . . .	5.05 "
Woods Holl Branch (single track), . . .	17.54 "
Middleborough & Taunton Branch (single track), . . .	8.04 "
Extension of Fall River, Warren & Providence Railroad (single track), . . .	2.16 "
Pratt's Junction to Sterling Junction (single track), . . .	5.67 "
Lancaster Branch (single track), . . .	1.63 "
Marlborough Branch (single track), . . .	1.47 "
Framingham Prison Branch (single track), . . .	.81 "
Attleborough Branch (single track), . . .	8.60 "
Acushnet Branch (single track), . . .	.35 "
Fairhaven Branch (single track), . . .	15.17 "
Hanover Branch (single track), . . .	7.80 "
Total length of branches owned by company, . . .	95.12 "
Total length of branches owned by company in Massachusetts, .	95.12 "
Total road belonging to this company, . . .	464.01 "
Sidings and other tracks not above enumerated, . . .	167.29 "
Same in Massachusetts, . . .	165.01 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . .	730.06 "
Same in Massachusetts, . . .	711.59 "
Total length of steel rails in tracks, not including steel-top rails, . . .	548.48 "
[Weights per yard, 50, 56, 58, 60 and 67 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Fall River Railroad, length, . . .	12.25 miles.
Total length of above road, . . .	12.25 "
Total length of above road in Massachusetts, . . .	12.25 "
Total miles of road operated by this company, . . .	476.26 "
Total miles of road operated by this company in Massachusetts, .	460.07 "
Number of stations in Massachusetts on all roads operated by this company, . . .	222
Number of telegraph offices in same, . . .	141
Number of stations on all roads owned by this company, . . .	221
Same in Massachusetts, . . .	214

EQUIPMENT.	
Number of locomotives,	140
Number of passenger-cars,	264
Number of parlor or sleeping cars,	12
Number of baggage, mail and express cars,	43
Number of freight-cars (basis of 8 wheels),	2,430
Number of other cars,	17

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	2	6	2	6	2	6
Employees, .	-	-	6	7	6	7	6	7
Others, .	-	-	21	5	21	5	22	6

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 10, 1886. — E. Griffin, freight brakeman, fell between two cars, while stepping from one to another, at Braintree station. One foot cut off.

October 21. — John Gary, Jr., while intoxicated, stepped from a side track to main track at Foxborough, in front of an approaching train, and was fatally injured.

October 22. — John McGlincy stepped in front of a moving train at South Braintree, and both feet were so badly crushed that amputation was necessary.

October 26. — Coleman Barrett, laborer, jumped from a moving train at Harrison Square, breaking several ribs and injuring his head and back.

November 3. — H. G. Baxter, freight brakeman, fell from a car at Tremont; fatally injured.

November 20. — William Noonan, age 12, while at play with some companions at Hingham, attempted moving and coupling some dump cars, and received fatal injuries. Had been cautioned against this kind of sport.

December 4. — Wilton Copeland attempted boarding a moving train at Campello; fell beneath and was fatally injured.

December 10. — Geo. W. Timberly, brakeman, fell from the front of a switching engine at Bowenville; run over and instantly killed.

December 15. — William H. Sunderland, freight conductor, fell from empty dump car at Somerset, by the sudden stopping of the car while shifting. Two wheels passed over his right leg, causing bad flesh wound, but breaking no bones.

December 16. — John Flavin, brakeman, had bones of his right forearm broken while coupling cars at Taunton.

December 23. — William Barrett, brakeman, attempted to get off moving train in Boston yard; fell underneath and had both legs crushed. Was employed as a yard switchman, although his duties were not in connection with the train from which he jumped.

December 24. — Patrick Mahoney, section hand, attempted crossing the track at Neponset; was struck by a train and fatally injured. Not on duty at the time, and was intoxicated.

December 24. — Michael Sullivan, while intoxicated, jumped from a train before it reached the Quincy station; injuries slight.

December 25. — Michael Hanaford, found on platform between two passenger cars, in an intoxicated condition, after the train had left South Boston; leg somewhat bruised. No one had any knowledge as to how the accident occurred.

December 30. — Samuel Callas, pedler, attempted driving across the tracks at Ferry Street station in spite of the gateman's warning; struck by train. Arm broken and head somewhat injured.

January 13, 1887. — Jas. Van Horn, while walking on the inward track near Wollaston, stepped to the outward track to avoid an approaching train, was struck by a train from the opposite direction and instantly killed.

January 24. — Cornelius Creed stumbled, or fell, against a passing freight train, while walking on the track in the evening, about one-third of a mile north of Brockton station, and was instantly killed.

January 27. — F. Goodnow, an employee, while coupling cars at Mansfield had one finger crushed and hand badly bruised.

February 1. — Geo. W. Hill, while intoxicated, got on board some passenger cars that were being shifted near Braintree station, jumped to the ground, and was run over and instantly killed.

February 4. — John H. McKinnon was struck by a train while driving across the track at Broad Cove crossing, near Somerset, and instantly killed.

February 14. — P. Tierney, brakeman, in attempting to get on board a moving train at Carlisle, received fatal injuries.

February 25. — Geo. E. Huntley, brakeman, fell in attempting to step from one dump car to another at East Weymouth; run over and instantly killed.

April 7. — Jas. Cody, switchman, jumped from moving car at Whitman station, and fell with one arm across the rail; left forearm crushed.

April 8. — Martin Ryan, while walking on the track near West Leominster, in an intoxicated condition, was struck by a train and instantly killed.

May 14. — Phillip Chandler, age 80, a demented pauper, stepped in front of a moving train at Duxbury, evidently with suicidal intent; was struck by the engine and fatally injured.

May 27. — Sylvanus Freeman, pedler, attempted to get off a train before it reached Bourne station; right arm crushed.

June 3. — J. Collins, stone worker, while intoxicated, attempted to cross the track in front of an express train at Neponset station; was instantly killed.

June 4. — John Riordan, laborer, supposed to have been under the influence of liquor, jumped from a train before it reached Harrison Square station; fell beneath, and was fatally injured. Was trying to evade his fare.

June 29. — Jas. A. Cunningham, freight-shifting conductor, fell between two cars in South Boston yard while attempting to pull a pin; was run over and fatally injured.

June 30. — Frank Benoit, farm hand, was struck by a train while driving across the track at a crossing in Freetown; was instantly killed.

July 3. — Body of an unknown man was found by the police lying on the track near Little Neck Bridge, South Boston, about 4 A. M.; supposed to have been run over by freight train.

July 3. — Chas. Cramer, age 22, attempted, as it is supposed, to board a moving freight train at Bolton; was run over and received fatal injuries.

July 6. — Jas. Riordan, while intoxicated, jumped from a moving train at Harrison Square station in an attempt to evade his fare; received severe injuries about the head and back.

July 7. — Lawrence Black, an employee of the Taunton Locomotive Works, stepped upon the track in the face of an approaching train at Taunton, and was fatally injured.

July 7. — Thomas Whiston, while intoxicated, stepped in front of a switching engine near Atlantic, receiving severe injuries about the head.

July 13. — Eliza Malone, age 5, stepped on the track in the New Bedford yard, was struck by a train, breaking her left leg. Was deaf and did not notice the approaching train.

August 30. — Michael Curlihey, pressman at Bufford's lithographic works at Harrison Square, jumped from a window of that establishment, ran to the track and threw himself in front of an express train; was fatally injured.

August 30. — A runaway team containing two ladies collided with the side of a passing express train at a crossing in Wareham. One of the occupants, Mrs. Bethiah Wixon, was instantly killed, and the other, Mrs. Stanton, was severely injured. The flagman made every effort to stop the team, but without avail.

September 5. — Hugh McMillan, while intoxicated, attempted jumping from a moving train near Harrison Square station, and falling underneath received fatal injuries.

September 5. — Fred Ford, while intoxicated, fell from a moving passenger train near Bowenville station and was somewhat injured about the head.

September 8. — George Walsh, freight brakeman, attempted crossing the track in front of an approaching train at North Easton. Was run over and leg crushed.

September 8. — Samuel Segar, two years old, was struck by a train while playing upon the track near Fall River and instantly killed.

September 18. — Edward Stiles, while intoxicated, went to sleep upon the track at Marlborough and was run over and killed.

September 21. — W. Bedwell, travelling salesman, attempted to get upon a moving train at South Framingham. Fell underneath and was instantly killed.

September 24. — John Kennedy stepped from one track to another to avoid a passing train at South Braintree. Was struck and instantly killed by a train from the opposite direction.

September 28. — John Morehead, freight brakeman, was crushed between two cars at Hingham and instantly killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	50 tons.
Average weight of locomotives in working order,	38 "
Maximum weight of tenders full of fuel and water,	33 "
Average weight of tenders full of fuel and water,	24 "
Maximum weight of passenger-cars,	29 "
Average weight of passenger-cars,	22 "
Average weight of mail and baggage cars,	16 "
Average weight of 8-wheel box freight-cars,	9 "
Average weight of 4-wheel box freight-cars,	4 "
Average weight of 8-wheel platform-cars,	7 "
Average weight of 4-wheel platform-cars,	3 "

Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	44 feet.
Total length of heaviest engine and tender over all,	54 "
What telegraph companies own a line on your right of way, and how many miles does each own? The telegraph lines upon the road have been constructed in part by the railroad company and in part by the Western Union Telegraph Company, but all are subject to the conditions of a contract for joint use, the ownership to be determined at the expiration of the contract.	
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Raynham to Whittenton Junction and Brockton Branch,	4.13 miles.

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
East Bridgewater, . . .	Plate girder.	Iron.	35 feet 6 inches.	October, 1886,
Acton,	" "	"	17 "	" "
Chelmsford,	" "	"	17 "	" "
Chelmsford,	" "	"	17 "	" "
Brockton,	" "	"	28 "	November, "
Braintree,	Truss.	"	66 "	December, "
Quincy,	Plate girder.	"	21 "	" "
Milton,	Truss.	"	93 "	January, 1887,
Braintree,	Plate girder.	"	32 "	February, "
Braintree,	" "	"	35 "	April, "
Mattapoisett,	" "	"	54 "	May, "
Braintree,	" "	"	43 "	" "
Braintree,	" "	"	65 "	" "
Walpole,	" "	"	17 "	June, "
Bourneale,	" "	"	25 "	" "
Quincy,	" "	"	63 " 9 "	July, "
Norton,	" "	"	36 "	" "
Tremont,	" "	"	40 "	September, "
Weymouth,	Stringer.	Wood.	15 "	February, "
Taunton,	Truss.	"	50 "	April, "
Boston,	Pile bridge.	"	90 "	May, "
Braintree,	Stringer.	"	18 "	" "
Quincy,	"	"	20 "	" "
Freetown,	"	"	19 " 6 "	June, "
Medfield,	Pile bridge.	"	209 "	July, "
Lakeville,	Stringer.	"	63 " 6 "	" "
Kingston,	"	"	21 "	August, "
Whitman,	"	"	20 "	July, "

OVERHEAD BRIDGES.

Falmouth,	Plate girder.	Iron.	33 feet.	April, 1887.
Falmouth,	" "	"	38 "	" "
Randolph,	" "	"	33 " 3 inches	" "
Weymouth,	Trestle.	Wood.	79 "	July, "
Falmouth,	"	"	95 "	August, "
Concord,	"	"	93 "	November, 1886.
Medfield,	Stringer.	"	22 "	September, 1887,

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* .	4
Aggregate length of same for single track (203 ft. 3 in.).	
Aggregate length of same for double track (272 ft. 2 in.).	
Number of spans of stone bridges of 25 feet and upwards,* .	3
Aggregate length of same for single track (95 feet).	

* In Massachusetts, on miles road owned.

Number of spans of iron bridges of 25 feet and upwards,*	59
Aggregate length of same for single track (2,406 ft. 9 in.).	
Aggregate length of same for double track (921 ft. 8 in.).	
Aggregate length of same for triple track (124 ft. 6 in.).	
Number of spans of timber bridges of 25 feet and upwards,*	17
Aggregate length of same for single track (994 ft. 9 in.).	
Aggregate length of same for double track (50 feet).	
Number of crossings of highways at grade,*	532
Number of crossings of highways over railroad,	70
Number of crossings of highways under railroad,	21
Number of highway bridges 18 feet above track,	18
Number of highway bridges less than 18 feet above track,	50
Height of lowest bridge above the rail,	14
Number of crossings at which gates or flagmen are maintained,	168
Number of crossings at which electric signals are maintained,*	15
Number of crossings at which there are neither signals nor flagmen,*	351
Number of railroad-crossings at grade (specifying each):*	8
Fitchburg Railroad, 2.	
Worcester & Nashua Railroad, 1.	
New York & New England Railroad, 2.	
Boston & Providence Railroad, 1.	
Boston & Albany Railroad, 1.	
Central Massachusetts Railroad, 1.	
Number of railroad-crossings over other railroads (specifying each):*	1
New York & New England Railroad.	
Number of railroad-crossings under other railroads (specifying each):	1
Central Massachusetts Railroad.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.00 cents.
Average rate of fare per mile received from passengers to and from other roads,	

Rate of fare

Authorized by votes of company, 12,000,000 00	
Stock issued (number of shares, 118,646); amount	
in,	\$11,864,600 00
AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .	11,864,600 00
Number of stockholders,	5,770
Stockholders in Massachusetts,	5,418
Stock held in Massachusetts,	\$10,603,000 00

DEBT.

Funded debt, as follows:—

N. B. & T. R. R. mortgage bonds, due July 1, 1881, rate of interest 6 per cent.,	\$1,000 00
Fitchburg & Worcester R. R. mortgage bonds, due Oct. 1, 1881, rate of interest 7 per cent.,	400 00
Agricultural Branch R. R. mortgage bonds, due July 1, 1884, rate of interest 6 per cent.,	4,400 00
Lowell & Framingham R. R. bonds, due April 1, 1891, rate of interest 5 per cent.,	2,000 00
Interest paid on same during year,	\$100 00
Mansfield & Framingham R. R. mortgage bonds, due July 1, 1889, rate of interest 7 per cent.,	253,500 00
Interest paid on same during year,	\$17,587 50
B., C. & F. R. R. mortgage bonds, due Jan. 1, 1890, rate of interest 7 per cent.,	238,000 00
Interest paid on same during year,	\$16,485 00
Old Colony R. R. bonds, due March 1, 1894, rate of interest 7 per cent.,	1,692,000 00
Interest paid on same during year,	\$119,210 00
New Bedford R. R. mortgage bonds, due July 1, 1894, rate of interest 7 per cent.,	400,000 00
Interest paid on same during year,	\$28,665 00
Old Colony R. R. bonds, due June 1, 1895, rate of interest 6 per cent.,	500,000 00
Interest paid on same during year,	\$30,480 00
Old Colony R. R. bonds, due Sept. 1, 1896, rate of interest 6 per cent.,	1,100,000 00
Interest paid on same during year,	\$65,850 00
Old Colony R. R. bonds, due Aug. 1, 1897, rate of interest 6 per cent.,	2,000,000 00
Interest paid on same during year,	\$119,820 00
Old Colony R. R. bonds, due Dec. 1, 1897, rate of interest 4½ per cent.,	200,000 00
Interest paid on same during year,	\$9,000 00
B., C. F. & N. B. R. R. mortgage bonds, due Jan. 1, 1910, rate of interest 5 per cent.,	1,912,000 00
Interest paid on same during year,	\$95,375 00
Old Colony R. R. bonds, due April 1, 1904, rate of interest 4½ per cent.,	498,000 00
Interest paid on same during year,	\$22,500 00
Old Colony R. R. bonds, due July 1, 1904, rate of interest 4 per cent.,	750,000 00
Interest paid on same during year,	\$30,000 00
Old Colony R. R. bonds, due April 1, 1891, rate of interest 5 per cent.,	56,000 00
Interest paid on same during year,	\$2,800 00
TOTAL AMOUNT OF FUNDED DEBT,	\$9,607,800 00

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. Frederick L. Ames, *Vice-President*, North Easton, Mass. James R. Kendrick, *General Manager*, Boston, Mass. Sidney C. Putnam, *General Freight Agent*, Hyde Park, Mass. George L. Connor, *General Passenger Agent*, Boston, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Samuel C. Cobb, Boston, Mass. Uriel Crocker, Boston, Mass. Thomas Dunn, Newport, R. I. George P. Gardner, Boston, Mass. Charles L. Lovering, Taunton, Mass. William J. Rotch, New Bedford, Mass. John J. Russell, Plymouth, Mass. Nathaniel Thayer, Lancaster, Mass. Royal W. Turner, Randolph, Mass.

PROPER ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,
P. O. Box No. 379, BOSTON, MASS.

CHARLES F. CHOATE,
JNO. J. RUSSELL,
THOS. DUNN,
WM. J. ROTCH,
SAM'L C. COBB,
THOS. J. BORDEN,
CHARLES L. LOVERING,
JOHN S. BRAYTON,
ROYAL W. TURNER,

Directors.

JOHN M. WASHBURN,

Treasurer.

J. R. KENDRICK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 28, 1887. Then personally appeared Charles F. Choate, John J. Russell, Thomas Dunn, William J. Rotch, Samuel C. Cobb, Thomas J. Borden, Charles L. Lovering, John S. Brayton, Royal W. Turner, John M. Washburn and James R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,

Justice of the Peace.

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$22,500 00
Net income,	22,500 00
Dividends declared (7 per cent.),	22,500 00
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$438,752 57
Cost of equipment,	11,247 43
TOTAL PERMANENT INVESTMENTS,	\$450,000 00
TOTAL ASSETS,	\$450,000 00
LIABILITIES.	
Capital stock,	\$450,000 00
TOTAL LIABILITIES,	\$450,000 00
DESCRIPTION OF ROAD.	
Main line of road from Pittsfield to North Adams,	18.55 miles.
Main line of road in Massachusetts,	18.55 "
Total road belonging to this company,	18.55 "
Sidings and other tracks not above enumerated,	5.07 "
Same in Massachusetts,	5.07 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	23.62 "
Same in Massachusetts,	23.62 "
Total length of steel rails in tracks, not including steel-top rails,	12.41 "
BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,	2
Aggregate length of same for single track (60 feet).	
Number of spans of timber bridges of 25 feet and upwards,	3
Aggregate length of same for single track (291 feet).	
Number of crossings of highways at grade,	17
Number of crossings of highways under railroad,	2
Height of lowest bridge above the rail,	18 feet.

Number of crossings at which gates or flagmen are maintained,	4
Number of crossings at which there are neither signals nor flagmen,	13
Number of railroad-crossings under other railroads (specifying each): Fitchburg.	1
CAPITAL STOCK.	
Capital stock authorized by charter,	\$500,000 00
Capital stock authorized by votes of company,	450,000 00
Capital stock issued (number of shares, 4,500): amount paid in,	\$450,000 00
TOTAL AMOUNT PAID IN, AS PER BOOKS OF THE CO.,	450,000 00
Total number of stockholders,	104
Number of stockholders in Massachusetts,	100
Amount of stock held in Massachusetts,	\$446,400 00

NAME AND RESIDENCE OF OFFICERS.

Henry Colt, *President*, Pittsfield, Mass. Charles E. Stevens, *Treasurer*, Hingham, Mass. James A. Rumrill, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry Colt, Pittsfield, Mass. Francis H. Appleton, Boston, Mass. Jarvis N. Dunham, Pittsfield, Mass. Edward Jackson, Boston, Mass. Charles E. Stevens, Hingham, Mass.

PROPER ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

HENRY COLT,
JARVIS N. DUNHAM,
C. E. STEVENS,
Directors.
C E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 27. 1887. Then personally appeared Henry Colt, Jarvis N. Dunham and Charles E. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE.

Justice of the Peace.

Renewal of ties, [Number laid, 34,036 ties; 58,414 feet frog timber.]	\$15,897 96
Repairs of road-bed and track,	72,067 97
Repairs of locomotives,	68,427 55
Fuel for locomotives, [Tons of coal, 18,005.]	76,696 19
Water supply,	2,185 27
Oil and waste,	3,704 38
Locomotive service,	63,125 71
Repairs of passenger-cars,	50,167 39
Passenger-train service,	35,726 12
Passenger-train supplies,	3,031 63
Repairs of freight-cars,	32,661 94
Freight-train service,	50,376 86
Freight-train supplies,	1,112 53
Mileage freight-cars,	10,920 62
Telegraph expenses,	14,595 44
Loss and damage, freight and baggage,	190 47
Loss and damage, property and cattle,	205 00
Personal injuries,	5,528 84
Agents and station service,	131,545 81
Station supplies,	8,332 17
TOTAL OPERATING EXPENSES,	\$788,021 51
Taxes,	43,829 42
TOTAL OPERATING EXPENSES AND TAXES,	\$831,850 93

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$3,500,000 00	
Cost of equipment,	575,000 00	
TOTAL PERMANENT INVESTMENTS,		\$4,075,000 00
Cash,	\$489,606 96	
Due from agents and companies,	10,223 75	
Materials and supplies,	85,711 53	
Suspense account (new engine house),	43,228 83	
TOTAL CASH ASSETS,		628,771 07
TOTAL ASSETS,		\$4,703,771 07
LIABILITIES.		
Capital stock,	\$3,000,000 00	
Funded debt,	1,242,000 00	
Unfunded debt, viz.:	84,145 60	
Vouchers and accounts,	\$84,145 60	
Profit & Loss balance,	189,825 43	
Improvement account,	187,800 04	
TOTAL LIABILITIES,		\$4,703,771 07
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,	336,412	
Freight-train mileage,	226,026	
TOTAL REVENUE-TRAIN MILEAGE,	562,438	
Switching-train mileage,	265,990	

Other train mileage,	18,254
TOTAL TRAIN MILEAGE,	846,682
Number of season-ticket passengers,	116,220
Number of local passengers (including season),	2,803,959
Number of through passengers (to and from other roads),	162,787
TOTAL NUMBER OF PASSENGERS CARRIED,	2,966,746
Local passenger mileage (local passengers carried one mile),	21,063,763
Through passenger mileage (through passengers carried one mile),	2,762,644
TOTAL PASSENGER MILEAGE,	23,826,407
Number tons local freight,	497,602
Number tons through freight (to and from other roads),	490,867
TOTAL NUMBER TONS FREIGHT CARRIED,	988,469
Local freight mileage (tons local freight carried one mile),	13,193,237
Through freight mileage (tons through freight carried one mile),	14,440,814
TOTAL FREIGHT MILEAGE,	27,634,051
Average number of cars in passenger-trains,	3.648
Average number of cars in freight-train,	20.900
Average number of persons employed,	886

DESCRIPTION OF ROAD.

Main line of road from Providence to Worcester,	43.410 miles.
Main line of road in Massachusetts,	25.510 "
Main line of road in Rhode Island,	17.900 "
Double track on main line,	42.880 "
Same in Massachusetts,	24.480 "
Branches owned by company, viz.:	
East Providence Railroad (single track),	7.000 "
Total length of branches owned by company,	7.000 "
Total length of branches owned by company in Massachusetts, . . . . .	.500 "
Total length of branches owned by company in Rhode Island,	6.500 "
Total road belonging to this company,	50.410 "
Sidings and other tracks not above enumerated,	43.896 "
Same in Massachusetts,	18.537 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	136.686 "
Same in Massachusetts,	69.047 "
Total length of steel rails in tracks, not including steel-top rails,	87.630 "
[Weights per yard, 60 and 72 pounds.]	
Total miles of road operated by this company,	50.410 "
Total miles of road operated by company in Massachusetts,	26.010 "
Number of stations in Massachusetts on all roads operated by this company,	12
Number of telegraph-offices in same,	9
Number of stations on all roads owned by this company,	23
Same in Massachusetts,	12

EQUIPMENT.

Number of locomotives (and $\frac{1}{4}$ interest in 2),	38
Number of passenger-cars,	53
Number of baggage, mail and express cars,	14
Number of freight-cars (basis of 8 wheels),	1,179
Number of other cars,	14

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	1	-
Employees, .	-	-	-	1	-	1	2	5
Others, .	-	-	7	2	7	2	15	3

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

December 22, 1886. — George Farror, in attempting to drive across the track ahead of a passenger-train at Whitins, was struck and injured. The horse was instantly killed.

December 27. — Robert Taylor, while walking on the track at Saunders, was struck by a passenger-train and killed.

December 31. — Patrick Kelley attempted to cross the track in front of a passenger-train at Millville; was struck and injured.

March 23, 1887. — Winsor Aldrich, freight brakeman, fell from a moving car at Sutton, and was injured.

May 17. — John W. Craig, while walking on the track at Blackstone, was struck by a passenger train and killed.

May 27. — Michael O'Connell attempted to board a moving freight-train at Uxbridge; was run over and killed.

May 28. — Luke Doyle, while walking on the track at Millville, was struck and run over by a freight-train and killed.

June 17. — John Mills, while walking on the track at Northbridge, was struck by a freight-train and killed.

August 6. — William Weirs, while standing on the track near Sutton, was struck, run over by a freight-train and killed.

August 13. — Isaac Bergmark, while walking on the track at Quinsigamond, was struck by a passenger-train and killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	54 tons.
Average weight of locomotives in working order, . . .	36 "
Maximum weight of tenders full of fuel and water, . . .	32 "
Average weight of tenders full of fuel and water, . . .	20 "
Maximum weight of passenger-cars,	23 "
Average weight of passenger-cars,	17 "
Average weight of mail and baggage cars,	17½ "
Average weight of 8-wheel box freight-cars,	10 "
Average weight of 4-wheel box freight-cars,	5 "
Average weight of 8-wheel platform-cars,	8 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 ft. 1 in.
Total length of heaviest engine and tender over all, . . .	56 ft. 7 in.
Number of miles of telegraph owned by company, . . .	46½ miles.
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union Telegraph Co.,	44 "

BRIDGES.

Number of spans of iron bridges of 25 feet and upwards,*	11
Aggregate length of same for single track (95 feet).	
Aggregate length of same for double track (253 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	12
Aggregate length of same for double track (1,211 feet).	
Number of crossings of highways at grade,*	31
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	7
Number of highway bridges 18 feet above track,	1
Number of highway bridges less than 18 feet above track,	4
Height of lowest bridge above the rail,	14 ft. 10 in.
Number of crossings at which gates or flagmen are maintained,	14
Number of crossings at which electric signals are maintained,*	26
Number of railroad-crossings at grade (specifying each) :*	1
West of Union depot, Worcester, Mass.	
Number of railroad-crossings under other railroads (specifying each) :*	1
New York & New England Railroad.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.17 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.42 "
Average rate of fare per mile for season-ticket passengers,	.69 "
Average rate of fare per mile received from all passengers,	2.10 "
Average rate of local freight per ton per mile,	3.12 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.02 "
Average rate of freight per ton per mile received from all freight,	2.55 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$3,000,000 00
Capital stock authorized by votes of company,	3,000,000 00
Capital stock issued (number of shares, 30,000); amount paid in,	\$3,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY.	3,000,000 00
Total number of stockholders,	820
Number of stockholders in Massachusetts,	418
Amount of stock held in Massachusetts,	\$1,671,800 00

DEBT.

Funded debt, as follows :—	
First mortgage bonds due October, 1897, rate of interest 6 per cent.,	1,242,000 00
Interest paid on same during year,	\$74,520 00

NAME AND RESIDENCE OF OFFICERS.

Moses B. I. Goddard, *President*, Warwick, R. I. James A. Windsor, *Auditor*, Barrington Center, R. I. Charles Howard, *Superintendent*, Providence, R. I. A. E. Quackenboss, *General Freight Agent*, Worcester, Mass. William A. Leete, *Treasurer and Clerk of Corporation*, Pawtucket, R. I.

* In Massachusetts, on miles road owned.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Estus Lamb,* Providence, R. I. Gideon L. Spencer, Pawtucket, R. I. E. B. Stoddard, Worcester, Mass. Lyman A. Cook, Woonsocket, R. I. Moses B. I. Goddard, Warwick, R. I. Frederick Grinnell, Providence, R. I. Joseph E. Davis, Worcester, Mass. Benjamin F. Thurston, Providence, R. I. Oscar J. Rathbun, Woonsocket, R. I. Jonas G. Clark, Worcester, Mass. Charles E. Whitin, Whitins, Mass. John W. Danielson, Providence, R. I. George S. Barton, Worcester, Mass. George Marston Whitin, Whitins, Mass. Waldo Lincoln, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

MOSES B. I. GODDARD,
G. L. SPENCER,
LYMAN A. COOK,
FREDERICK GRINNELL,
JOSEPH E. DAVIS,
OSCAR J. RATHBUN,
JONAS G. CLARK,
CHAS. E. WHITIN,
JOHN W. DANIELSON,
G. MARSTON WHITIN,
GEO. S. BARTON,
WALDO LINCOLN,

Directors.

WM. A. LEETE,

Treasurer.

CHARLES HOWARD,

Superintendent.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, Nov. 9, 1887. Then personally appeared Moses B. I. Goddard, G. L. Spencer, Lyman A. Cook, Frederick Grinnell, Joseph E. Davis, Oscar J. Rathbun, Jonas G. Clark, Chas. E. Whitin, John W. Danielson, G. Marston Whitin, Geo. S. Barton, Waldo Lincoln, W. A. Leete and Charles Howard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER F. ANGELL,

Notary Public.

PROVIDENCE, Nov. 10, 1887.

The undersigned, Commissioners of the Providence & Worcester Railroad Company, have examined this report, believe it to be correct, and hereby approve the same.

T. L. NELSON,

Commissioner for Massachusetts.

SAMUEL CLARK,

Commissioner for Rhode Island.

* Deceased March 9, 1887.

REPORT OF COMMISSIONERS OF THE PROVIDENCE & WORCESTER RAILROAD COMPANY TO THE LEGISLATURES OF MASSACHUSETTS AND RHODE ISLAND.

At a meeting of the Commissioners of the Providence & Worcester Railroad Company at the company's office in Providence, on the tenth day of November, 1887, for the purpose of deciding what portion of all the expenditures of said company, and its receipts and profits, properly pertain to that part of the road lying in Massachusetts and Rhode Island respectively, and having examined the accounts of said company, we find the net expenditures for construction and equipment to the thirtieth day of September, 1886, —

Were,	\$4,075,000 00
(No change appears in this account for the year.)	
Which we apportion as follows : —	
To Massachusetts,	\$1,799,847 17
To Rhode Island,	2,275,152 83

The whole amount of receipts and expenditures from Sept. 30, 1886, to Sept. 30, 1887, is as follows : —

RECEIPTS.		
From transportation of passengers,	\$504,847 12	
transportation of freight,	705,574 48	
transportation of mails,	3,893 68	
rents,	8,150 91	
express,	18,060 43	
wharf earnings,	30,801 67	
Total,		\$1,270,828 29
EXPENDITURES.		
For general expenses,	\$128,464 82	
passenger expenses,	118,891 04	
freight expenses,	182,176 31	
maintenance and movement expenses,	407,318 76	
Total,		831,850 93
NET EARNINGS,		\$438,977 36
Which we apportion as follows : —		
To Massachusetts,	\$219,488 68	
To Rhode Island,	219,488 68	

The Commissioners also find, on examination of the books of the company, that separate accounts of expenditures in Rhode Island and Massachusetts have been kept, agreeably to the acts of said States creating the present Providence & Worcester Railroad Company.

T. L. NELSON,
Commissioner for Massachusetts.
SAMUEL CLARK,
Commissioner for Rhode Island.

REPORT

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$4,672 69
Total expense (including taxes),	257 88
Net income,	4,414 81
Interest accrued during year:	3,382 18
On other debt,	\$3,382 18
Balance for the year (surplus),	1,032 63
Balance at commencement of year,	2,554 31
Balance Sept. 30, 1887 (surplus),	3,586 94
ANALYSIS OF EXPENSES.	
Contingencies and miscellaneous,	\$92 85
TOTAL EXPENSES,	\$92 85
Taxes,	165 03
TOTAL EXPENSES AND TAXES,	\$257 88
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$10,839 12
Superstructure, including rails,	11,521 51
Land, land damages, and fences,	2,275 84
Passenger and freight stations, wood-sheds, and water-stations,	3,541 55
Engineering, agencies, salaries, and other expenses during construction,	2,349 34
TOTAL FOR CONSTRUCTION,	\$30,527 36
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$192,157 69
Due from agents and companies,	\$2,651 90
Debit balances,	60 00
TOTAL CASH ASSETS,	2,711 90
TOTAL ASSETS,	\$194,869 59

LIABILITIES.		
Capital stock,		\$135,000 00
Unfunded debt, viz.:		56,282 65
Vouchers and accounts,	\$56,282 65	
Profit & Loss balance,		3,586 94
TOTAL LIABILITIES,		\$194,869 59
DESCRIPTION OF ROAD.		
Main line of road from Webster to B. & A. R. R. in Auburn,		11.12 miles.
Main line of road in Massachusetts,		11.12 "
Total road belonging to this company,		11.12 "
Sidings and other tracks not above enumerated,		1.64 "
Same in Massachusetts,		1.64 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		12.76 "
Same in Massachusetts,		12.76 "
Total length of steel rails in tracks, not including steel-top rails,		12.76 "
[Weights per yard, 56 pounds.]		
Number of telegraph-offices in same,		1
Number of stations on all roads owned by this company,		7
Same in Massachusetts,		7
BRIDGES.		
Number of spans of timber bridges of 25 feet and upwards,		2
Aggregate length of same for single track (66 feet).		
Number of crossings of highways at grade,		12
Number of crossings of highways over railroad,		2
Number of crossings of highways under railroad,		2
Number of highway bridges 18 feet above track,		2
Height of lowest bridge above the rail,		18 feet.
Number of crossings at which there are neither signals nor flagmen,		12
CAPITAL STOCK.		
Capital stock authorized by charter,	\$135,000 00	
Capital stock authorized by votes of company,	135,000 00	
Capital stock issued (number of shares, 1,350); amount paid in,		\$135,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		135,000 00
Total number of stockholders,	9	
Number of stockholders in Massachusetts,	9	
Amount of stock held in Massachusetts,	\$135,000 00	

NAME AND RESIDENCE OF OFFICERS.

H. N. Slater, *President*, Webster, Mass. H. N. Slater, Jr., *Vice-President*, Webster, Mass. H. N. Slater, Jr., *Treasurer*, Webster, Mass. E. P. Morton, *Clerk of Corporation*, Webster, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. N. Slater, Webster, Mass. H. N. Slater, Jr., Webster, Mass. E. P. Morton, Webster, Mass. C. K. Labaree, Webster, Mass. Amos Bartlett, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Nath. E. Taft, North Oxford, Mass. Oscar F. Chase, North Oxford, Mass. John Rhodes, Millbury, Mass.

PROPER ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

H. N. SLATER,
H. N. SLATER, JR.,
E. P. MORTON,
AMOS BARTLETT,
Directors.
H. N. SLATER, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1887. Then personally appeared H. N. Slater, president, E. P. Morton, H. N. Slater, Jr., treasurer, and Amos Bartlett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY J. CLARKE,
Justice of the Peace.

REPORT

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the New York & New England Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$10,000 00
Total expense (legal expenses),	2,134 80
Net income,	7,865 20
Dividends declared (15 per cent.),	15,000 00
Balance for the year (deficit),	7,134 80
Balance at commencement of year,	22,225 43
Balance Sept. 30, 1887 (surplus),	15,090 63
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$112,821 13
Cash,	2,788 50
TOTAL ASSETS,	\$115,109 63
LIABILITIES.	
Capital stock,	\$100,000 00
Unfunded debt, viz.:	19 00
Vouchers and accounts,	\$19 00
Profit & Loss balance,	15,090 63
TOTAL LIABILITIES,	\$115,109 63
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Other liabilities, viz.:	
Land damage not to exceed,	\$400 00
DESCRIPTION OF ROAD.	
Main line of road from Franklin to State Line,	6.620 miles.
Main line of road in Massachusetts,	6.620 "
Total road belonging to this company,	6.620 "
Sidings and other tracks not above enumerated,	1.006 "
Same in Massachusetts,	1.006 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	7.626 "
Same in Massachusetts,	7.626 "

Number of stations on all roads owned by this company, .	2
Same in Massachusetts,	2
BRIDGES.	
Number of crossings of highways at grade,	5
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	5
CAPITAL STOCK.	
Capital stock authorized by charter, \$100,000 00	
Capital stock authorized by votes of company, 100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in,	\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	100,000 00
Total number of stockholders,	7
Number of stockholders in Massachusetts,	7
Amount of stock held in Massachusetts, \$100,000 00	

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. Edgar K. Ray, *Vice-President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. Edgar K. Ray, Franklin, Mass. James F. Ray, Franklin, Mass. Moses Farnum, Franklin, Mass. George W. Wiggin, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS R.R. CO. (MASS. DIVISION),
FRANKLIN, MASS.

JAMES P. RAY,
EDGAR K. RAY,
JOSEPH G. RAY,
MOSES FARNUM,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Oct. 12, 1887. Then personally appeared James P. Ray, Edgar K. Ray, Joseph G. Ray, and Moses Farnum, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

SPENCER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$3,321 65
Total expense (including taxes),	903 72
Net income,	2,417 98
Interest accrued during year:	241 87
On funded debt,	\$241 87
Dividends declared (5½ per cent.),	2,750 00
Balance for the year (deficit),	573 94
Balance at commencement of year,	8,984 29
Balance Sept. 30, 1887 (surplus),	8,360 35
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$3,297 65
Income from all other sources, viz.:	24 00
Rent of land,	\$24 00
TOTAL INCOME FROM ALL SOURCES,	\$3,321 65
ANALYSIS OF EXPENSES.	
Contingencies and miscellaneous,	\$97 86
Repairs of bridges (including culverts and cattle-guards),	86 50
Repairs of buildings,	62 97
TOTAL EXPENSES,	\$247 33
Taxes,	656 39
TOTAL EXPENSES AND TAXES,	\$903 72
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$62,854 43
Cash,	5 92
TOTAL ASSETS,	\$62,860 35
LIABILITIES.	
Capital stock,	\$50,000 00
Funded debt,	4,500 00
Profit & Loss balance,	8,360 35
TOTAL LIABILITIES,	\$62,860 35

DESCRIPTION OF ROAD.	
Main line of road from Spencer to South Spencer,	2.165 miles.
Main line of road in Massachusetts,	2.165 "
Sidings and other tracks not above enumerated, . . . . .	.745 "
Same in Massachusetts, . . . . .	.745 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.910 "
Same in Massachusetts,	2.910 "
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1
BRIDGES.	
Number of crossings of highways at grade,	4
Number of crossings at which there are neither signals nor flagmen,	4
CAPITAL STOCK.	
Capital stock authorized by charter,	\$50,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued (number of shares, 500); amount paid in,	\$50,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	50,000 00
Total number of stockholders,	32
Number of stockholders in Massachusetts,	32
Amount of stock held in Massachusetts,	\$50,000 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due Nov. 1, 1889, rate of interest 5 per cent.,	\$4,500 00
Interest paid on same during year,	\$241 87

NAME AND RESIDENCE OF OFFICERS.

Luther Hill, *President*, Spencer, Mass. Edward R. Wheeler, *Vice-President*,
Spencer, Mass. Edward E. Kent, *Treasurer and Clerk of Corporation*,
Spencer, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Luther Hill, Edward R. Wheeler, George P. Ladd, Erastus Jones, John
O'Gara, Chester T. Linley, Jason W. Prouty, Theodore C. Prouty, Edward
E. Kent, all of Spencer, Mass.

PROPER ADDRESS OF THE COMPANY.

SPENCER RAILROAD COMPANY,
SPENCER, MASS.

LUTHER HILL,
EDWARD E. KENT,
CHESTER T. LINLEY,
E. R. WHEELER,
JOHN O'GARA,
GEO. P. LADD,
Directors.
EDWARD E. KENT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 15, 1887. Then personally appeared Edward E. Kent, Chester T. Linley, E. R. Wheeler, John O'Gara, and Geo. P. Ladd, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LUTHER HILL,

Justice of the Peace.

REPORT

OF THE

SPRINGFIELD & NEW LONDON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the New York & New England Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$4,143 15
Total expense,	216 74
Net income,	3,926 41
Dividends declared (8½ per cent., to July 28, 1887),	3,980 13
Balance for the year (deficit),	58 72
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$200 00
Stationery and printing,	2 85
Contingencies and miscellaneous,	18 89
TOTAL EXPENSES,	\$216 74
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$187,805 52
Stock of Springfield & New London R.R. Co.,	9,998 00
TOTAL PERMANENT INVESTMENTS,	\$197,803 52
Cash,	29 50
Profit & Loss balance,	341 48
TOTAL ASSETS,	\$198,174 50
LIABILITIES.	
Capital stock,	\$198,145 00
Dividends unpaid,	29 50
TOTAL LIABILITIES,	\$198,174 50
DESCRIPTION OF ROAD.	
Main line of road from Springfield to State Line, Conn.,	7.500 miles.
Main line of road in Massachusetts,	7.500 "
Total road belonging to this company,	7.500 "
Sidings and other tracks not above enumerated, . . . . .	.500 "
Same in Massachusetts, . . . . .	.500 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	8.000 "
Same in Massachusetts,	8.000 "

Total length of steel rails in tracks, not including steel-top rails,	8,000 miles.
Number of stations on all roads owned by this company,	3
Same in Massachusetts,	3
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	2
Number of crossings of highways at grade,	12
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	12
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock issued (number of shares, 1,721); amount paid in,	\$172,100 00
Capital stock paid in on shares not issued (number shares, 279),	27,900 00
Total number of stockholders,	3
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts,	\$172,100 00

NAME AND RESIDENCE OF OFFICERS.

Edwin D. Metcalf, *President*, Springfield, Mass. James Kirkham, *Treasurer*, Springfield, Mass.; H. H. Bowman, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin D. Metcalf, William Birnie, Virgil Perkins, Geo. W. Tapley, J. H. Appleton, James Kirkham, C. L. Long, A. T. Folsom, A. M. Mayo, H. H. Bowman, all of Springfield.

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD & NEW LONDON RAILROAD COMPANY,
SPRINGFIELD, MASS.

The property of this company was deeded to the New York & New England Railroad Company July 28, 1887, and this company has now no assets and no liabilities, except \$29.50 in the Treasurer's hands for the payment of unpaid dividends.

JAMES KIRKHAM,
A. T. FOLSOM,
EDWIN D. METCALF,
H. H. BOWMAN,
ALFRED M. MAYO,
VIRGIL PERKINS,
CHAS. L. LONG,
Directors.
JAMES KIRKHAM,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 28, 1887. Then personally appeared James Kirkham, A. T. Folsom, Edwin D. Metcalf, H. H. Bowman, Alfred M. Mayo, Virgil Perkins and Chas. L. Long, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

D. E. WEBSTER,

Justice of the Peace.

REPORT

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$31,647 00
Total expense (including taxes),	7,357 54
Net income,	24,289 46
Interest accrued during year:	66 97
On other debt, \$66 97	.
Dividends declared (5.89 per cent.),	24,195 14
Balance for the year (surplus),	27 35
Balance at commencement of year,	2,815 43
Balance Sept. 30, 1887 (surplus),	2,842 78
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$31,409 00
Income from all other sources, viz.:	238 00
Dividend from 34 shares Stockbridge & Pitts- field stock, \$238 00	.
TOTAL INCOME FROM ALL SOURCES,	\$31,647 00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$185 00
Stationery and printing,	25 65
TOTAL EXPENSES,	\$210 65
Taxes,	7,146 89
TOTAL EXPENSES AND TAXES,	\$7,357 54
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road, \$448,700 00	
Stock of Stockbridge & Pittsfield R. R. Co., 2,550 00	
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	1,105 58
TOTAL ASSETS,	\$452,355 58

LIABILITIES.		
Capital stock,		\$448,700 00
Unfunded debt, viz. :		812 75
Dividends unpaid,	812 75	
Profit & Loss balance,		2,842 78
TOTAL LIABILITIES,		\$452,355 53

DESCRIPTION OF ROAD.		
Main line of road from Van Deusenville to Pittsfield, . . .		22.00 miles.
Main line of road in Massachusetts,		22.00 "

CAPITAL STOCK.		
Capital stock authorized by charter,	\$550,000 00	
Capital stock authorized by votes of company,	550,000 00	
Capital stock issued (number of shares, 4,487); amount paid in,		\$448,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . .		448,700 00
Total number of stockholders,	205	
Number of stockholders in Massachusetts,	151	
Amount of stock held in Massachusetts,	\$292,900 00	

NAME AND RESIDENCE OF OFFICERS.

D. R. Williams, *President*, Stockbridge, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

D. R. Williams, Stockbridge, Mass. S. M. Buckingham, Poughkeepsie, N. Y. Henry W. Taft, Pittsfield, Mass. F. Hoffmann, Stockbridge, Mass. John B. Hull, Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. William J. Bartlett, Lee, Mass.

PROPER ADDRESS OF THE COMPANY.

THE STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

D. R. WILLIAMS,
HENRY W. TAFT,
JOHN B. HULL,
WM. C. SPAULDING,
Directors.
D. A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. STOCKBRIDGE, Oct. 1, 1887. Then personally appeared D. R. Williams, John B. Hull and D. A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. H. WILLIS,
Justice of the Peace.

BERKSHIRE, ss. Oct. 7, 1887. Then personally appeared William C. Spaulding, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

H. F. THOMPSON,

Justice of the Peace.

BERKSHIRE, ss. Oct. 8, 1887. Then personally appeared Henry W. Taft, above named, and made oath that the foregoing statement is true, according to his best knowledge and belief.

Before me,

GEO. H. TUCKER,

Justice of the Peace.

REPORT

OF THE

STONY BROOK RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Lowell Railroad Corporation.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$20,000 00
Total expense (including taxes),	513 11
Net income,	19,486 89
Dividends declared (6½ per cent.),	19,500 00
Balance for the year (deficit),	13 11
Balance at commencement of year,	228 93
Balance Sept. 30, 1887 (surplus),	210 82
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$250 00
Legal expenses,	250 00
Stationery and printing,	18 11
TOTAL EXPENSES,	\$513 11
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$276,601 19
Lands in Massachusetts,	21,492 38
TOTAL PERMANENT INVESTMENTS,	\$298,093 57
Cash,	2,117 25
TOTAL ASSETS,	\$300,210 82
LIABILITIES.	
Capital stock,	\$300,000 00
Profit & Loss balance,	210 82
TOTAL LIABILITIES,	\$300,210 82
DESCRIPTION OF ROAD.	
Main line of road from North Chelmsford to Ayer,	13.16 miles.
Main line of road in Massachusetts,	13.16 "
Total road belonging to this company,	13.16 "
Sidings and other tracks not above enumerated, . . . . .	.95 "
Same in Massachusetts, . . . . .	.95 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	14.11 "
Same in Massachusetts,	14.11 "

BRIDGES.

Number of spans of timber bridges of 25 feet and upwards, .	10
Number of crossings of highways at grade,	18
Number of highway bridges less than 18 feet above track, .	8
Number of crossings at which gates or flagmen are maintained,	8
Number of crossings at which there are neither signals nor flagmen,	10
Number of railroad-crossings under other railroads (specify- ing each):	1

Nashua & Acton.

CAPITAL STOCK.

Capital stock authorized by charter,	\$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued (number of shares, 8,000); amount paid in,		\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		800,000 00
Total number of stockholders,	241	
Number of stockholders in Massachusetts,	222	
Amount of stock held in Massachusetts,	\$282,900 00	

NAME AND RESIDENCE OF OFFICERS.

James B. Francis, *President*, Lowell, Mass. Jacob Rogers, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James B. Francis, Lowell, Mass. Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George Motley, Lowell, Mass. Henry C. Howe, Lowell, Mass. J. Henry Read, Westford, Mass.

PROPER ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,
LOWELL, MASS.

EDWIN MOREY,
W. POWELL MASON,
ALEXANDER COCHRANE,
WM. A. HASKELL,
CHANNING CLAPP,

Directors.

C. E. A. BARTLETT,

Treasurer.

C. S. MELLEN,

*Superintendent.***COMMONWEALTH OF MASSACHUSETTS.**

SUFFOLK, ss. BOSTON, 1887. Then personally appeared C. E. A. Bartlett (on Oct. 31), C. S. Mellen, Edwin Morey, W. Powell Mason, Alexander Cochrane, William A. Haskell (all on Nov. 1) and Channing Clapp (Nov. 14), and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,

Justice of the Peace.

REPORT

OF THE

UNION FREIGHT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$75,813 43
Total expense (including taxes),	50,106 68
Net income,	25,706 75
Interest accrued during year:	7,700 00
On other debt,	\$7,700
Dividends declared (6½ per cent.),	19,500 00
Balance for the year (deficit),	1,493 25
Balance at commencement of year,	32,646 55
Balance Sept. 30, 1887 (surplus),	31,153 30
ANALYSIS OF EARNINGS.	
From local freight,	\$73,218 07
through freight (to and from other roads),	1,748 36
Total earnings from freight department,	74,966 43
TOTAL TRANSPORTATION EARNINGS,	74,966 43
Income from all other sources, viz.:	847 00
Rents,	\$2 00
Dividend on 130 shares stock owned by company,	845 00
TOTAL INCOME FROM ALL SOURCES,	75,813 43
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$6,802 12
Insurance,	100 00
Stationery and printing,	216 77
Contingencies and miscellaneous,	101 56
Repairs of buildings,	365 29
Renewal of rails,	485 52
[Number tons steel laid, 12.]	
Repairs of road-bed and track,	10,618 38
Repairs of locomotives,	5,560 59
Fuel for locomotives,	3,149 90
[Tons of coal, 497; cords of wood, 26.]	
Water supply,	291 60
Oil and waste,	484 98
Locomotive service,	6,299 41
Freight-train service,	9,174 00
Freight-train supplies,	132 59
Mileage freight-cars,	693 06
Telegraph expenses,	120 25
Loss and damage, property and cattle,	144 65
Personal injuries,	81 00

Agents and station service,	\$2,990 18
Station supplies,	63 21
TOTAL OPERATING EXPENSES,	\$47,875 01
Taxes,	2,231 67
TOTAL OPERATING EXPENSES AND TAXES,	\$50,106 68

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$401,069 67	
Cost of equipment,	17,000 00	
Stock of Union Freight Railroad Company,	18,000 00	
TOTAL PERMANENT INVESTMENTS,		\$431,069 67
Cash,	\$11,376 61	
Materials and supplies,	3,116 53	
TOTAL CASH ASSETS,		14,493 14
TOTAL ASSETS,		\$445,562 81
LIABILITIES.		
Capital stock,	\$300,000 00	
Unfunded debt, viz.:	114,409 51	
Notes payable,	\$110,000 00	
Vouchers and accounts,	4,409 51	
Profit & Loss balance,		31,158 30
TOTAL LIABILITIES,		\$445,562 81

MILEAGE, TRAFFIC, ETC.

Freight-train mileage,	19,282
TOTAL REVENUE-TRAIN MILEAGE,	19,282
TOTAL TRAIN MILEAGE,	19,282
Number tons local freight,	248,986
Number tons through freight (to and from other roads),	6,985
TOTAL NUMBER TONS FREIGHT CARRIED,	255,971
Local freight mileage (tons local freight carried one mile),	342,355
Through freight mileage (tons through freight carried one mile),	10,477
TOTAL FREIGHT MILEAGE,	352,832
Average number of persons employed,	37

DESCRIPTION OF ROAD.

Main line of road from Boston & Lowell Railroad on the north to Old Colony Railroad on the south, in the city of Boston,	2.431 miles.
Main line of road in Massachusetts,	2.431 "
Double track on main line, . . . . .	.937 "
Same in Massachusetts, . . . . .	.937 "
Total road belonging to this company,	2.431 "
Sidings and other tracks not above enumerated,	1.280 "
Same in Massachusetts,	1.280 "
TOTAL LENGTH OF TRACK COMPUTED AS SINGLE TRACK,	4.648 "
Same in Massachusetts,	4.648 "

Total length of steel rails in tracks, not including steel-top rails,	4.648 miles.
[Weights per yard, 88 pounds.]	
Total miles of road operated by this company,	2.431 "
Total miles of road operated by this company in Massachusetts,	2.431 "
EQUIPMENT.	
Number of locomotives,	4

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . .	-	-	-	-	-	-	-	-
Employees, . .	-	-	1	-	1	-	1	-
Others, . .	-	-	2	-	2	-	2	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 29, 1886. — William McLaughlin fell from a brake-wheel, upon which he was sitting, to the ground; fatally injured.

March 22, 1887. — Jacob Anderson, a Swedish sailor, laid down under a car while intoxicated; was run over and instantly killed when the train was started.

August 30. — Harry Nichols, aged 7, rolled under a train, while at play, and was killed.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order,	31 tons.
Average weight of locomotives in working order,	31 "
RATES OF FARE, ETC.	
Average rate of local freight per ton per mile,	2.13 cents.
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.66 "
Average rate of freight per ton per mile <i>received</i> from all freight,	2.12 "
CAPITAL STOCK.	
Capital stock authorized by charter, \$500,000 00	
Capital stock authorized by votes of company, 300,000 00	
Capital stock issued (number of shares, 3,000); amount paid in,	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	300,000 00
Total number of stockholders,	3
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts, \$300,000 00	

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. A. H. Grovenor, *Superintendent*, Boston, Mass. S. C. Putnam, *General Freight Agent*, Hyde Park, Mass. B. B. Torrey, *Treasurer and Clerk of Corporation*, Hanover, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. James R. Kendrick, Boston, Mass. Henry A. Whitney, Milton, Mass. William G. Russell, Boston, Mass. Royal W. Turner, Randolph, Mass. A. A. Folsom, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.
UNION FREIGHT RAILROAD COMPANY,
BOSTON, MASS.

CHARLES F. CHOATE •
J. R. KENDRICK,
ROYAL W. TURNER,
ALBERT A. FOLSOM,
Directors.
B. B. TORREY,
Treasurer.
A. H. GROVENOR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 28, 1887. Then personally appeared Charles F. Choate, James R. Kendrick, Royal W. Turner, Albert A. Folsom, B. B. Torrey and A. H. Grovenor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Fitchburg Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$194,580 00
Total expense (salaries),*	8,000 00
Net income,	191,580 00
Dividends declared (6 per cent.),	191,580 00
Balance at commencement of year,	142,002 28
Balance Sept. 30, 1887 (surplus),	142,002 28

Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$3,288,328 01
Cost of equipment,	261,233 64
Lands in Massachusetts,	65,973 88
Turner's Falls Branch,	145,300 63
TOTAL PERMANENT INVESTMENTS,	\$3,760,835 66
Cash,	\$9,684 00
Fitchburg Railroad Company,	576,169 64
City Institution for Savings in Lowell,	354 53
TOTAL CASH ASSETS,	586,208 17
TOTAL ASSETS,	\$4,347,043 83
LIABILITIES.	
Capital stock,	\$3,193,000 00
Funded debt,	1,000,000 00
Unfunded debt, viz.:	12,041 56
Dividends unpaid,	\$9,684 00
Vouchers and accounts,	2,357 55
Profit & Loss balance,	142,002 28
TOTAL LIABILITIES,	\$4,347,043 83

DESCRIPTION OF ROAD.	
Main line of road from Fitchburg to Greenfield,	56.00 miles.
Main line of road in Massachusetts,	56.00 "

* Taxes paid by Fitchburg Railroad Company.

Double track on main line,	56.00 miles.
Same in Massachusetts,	56.00 "
Branches owned by company, viz.:	
Turner's Falls Branch (single track),	2.80 "
Total length of branches owned by company,	2.80 "
Total length of branches owned by company in Massachusetts,	2.80 "
Total road belonging to this company,	58.80 "
Sidings and other tracks not above enumerated,	28.10 "
Same in Massachusetts,	28.10 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	142.90 "
Same in Massachusetts,	142.90 "
Total length of steel rails in tracks, not including steel-top rails,	116.00 "
[Weights per yard, 60 and 72 pounds.]	
Number of stations on all roads owned by this company,	18
Same in Massachusetts,	18

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
West Fitchburg,	Girder.	Iron.	25 feet.	January, 1887.
Near Turner's Falls Jc.,	"	"	25 "	July, "
Near Royalston,	Truss.	"	168 "	December, 1886.

BRIDGES.

Number of spans of stone bridges of 25 feet and upwards,	5
Aggregate length of same for double track (155 feet).	
Number of spans of iron bridges of 25 feet and upwards,	27
Aggregate length of same for single track (101 feet).	
Aggregate length of same for double track (2,536 feet).	
Aggregate length of same for triple track (82 feet).	
Number of spans of timber bridges of 25 feet and upwards,	5
Aggregate length of same for single track (1,000 feet).	
Aggregate length of same for double track (137 feet).	
Aggregate length of same for triple track (291 feet).	
Number of crossings of highways at grade,	34
Number of crossings of highways over railroad,	16
Number of crossings of highways under railroad,	11
Number of highway bridges 18 feet above track,	15
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	14 ft. 8 in.
Number of crossings at which gates or flagmen are maintained,	16
Number of crossings at which there are neither signals nor flagmen,	18
Number of railroad-crossings at grade (specifying each):	1
Ware River Railroad.	
Number of railroad-crossings over other railroads (specifying each):	2
New Haven & Northampton at Deerfield.	
New Haven & Northampton at Turner's Falls.	
Number of railroad-crossings under other railroads (specifying each):	2
New London Northern Railroad.	
Connecticut River Railroad.	

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$4,700,000 00
Capital stock authorized by votes of company, . . .	3,193,000 00
Capital stock issued (number of shares, 31,930); amount paid in, . . .	\$3,193,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . .	3,193,000 00
Total number of stockholders, . . .	1,236
Number of stockholders in Massachusetts, . . .	1,071
Amount of stock held in Massachusetts, . . .	\$2,939,400 00
DEBT.	
Funded debt, as follows:—	
Bonds due May 1, 1903, rate of interest 5 per cent., . .	\$1,000,000 00
Interest paid on same during year, . . .	*\$50,000 00

NAME AND RESIDENCE OF OFFICERS.

Daniel S. Richardson, *President*, Lowell, Mass. Franklin N. Poor, *Treasurer*, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Daniel S. Richardson, Lowell, Mass. William H. Hill, Brookline, Mass. George F. Fay, Fitchburg, Mass. Thornton K. Ware, Fitchburg, Mass. Edward L. Davis, Worcester, Mass. Francis Goodhue, Brattleborough, Vt. Alvah Crocker, Fitchburg, Mass.

PROPER ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,
TREASURER'S OFFICE, 17 STATE STREET, BOSTON, MASS.

E. B. PHILLIPS,
ROBERT CODMAN,
RODNEY WALLACE,
FRANKLIN N. POOR,
C. T. CROCKER,
J. Q. ADAMS,
DAVID P. KIMBALL,
DAN'L ROBINSON,
GEO. HEYWOOD,

Directors of Fitchburg Railroad Company.

DAN. A. GLEASON,
Treasurer.

JOHN ADAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1887. Then personally appeared E. B. Phillips, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, J. Q. Adams, David P. Kimball, Dan'l Robinson, George Heywood, Dan. A. Gleason and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITEMORE,
Justice of the Peace.

* Interest paid by Fitchburg Railroad Company.

REPORT

OF THE

WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$52,500 00
Net income,	52,500 00
Dividends declared (7 per cent.),	52,500 00
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$1,115,163 82
TOTAL ASSETS,	\$1,115,163 82
LIABILITIES.	
Capital stock,	\$750,000 00
Unfunded debt, viz.:	365,163 82
TOTAL LIABILITIES,	\$1,115,163 82
DESCRIPTION OF ROAD.	
Main line of road from Palmer to Winchendon,	49.35 miles.
Main line of road in Massachusetts,	49.35 "
Total road belonging to this company,	49.35 "
Sidings and other tracks not above enumerated,	5.66 "
Same in Massachusetts,	5.66 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	55.01 "
Same in Massachusetts,	55.01 "
Total length of steel rails in tracks, not including steel-top rails,	28.30 "
[Weights per yard, 63 to 72 pounds.]	
BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,	4
Aggregate length of same for single track (118.50 feet),	
Number of spans of timber bridges of 25 feet and upwards,	5
Aggregate length of same for single track (930.50 feet),	
Number of crossings of highways at grade,	53
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	1
Height of lowest bridge above the rail,	18 ft. 3 in.

Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	52
Number of railroad-crossings at grade (specifying each): Vermont & Massachusetts. Cheshire.	2
Number of railroad-crossings under other railroads (specifying each): Central Massachusetts.	1
CAPITAL STOCK.	
Capital stock authorized by charter,	\$1,000,000 00
Capital stock authorized by votes of company,	750,000 00
Capital stock issued (number of shares, 7,500); amount paid in,	\$750,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	750,000 00
Total number of stockholders,	134
Number of stockholders in Massachusetts,	128
Amount of stock held in Massachusetts,	\$599,900 00

NAME AND RESIDENCE OF OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Hingham, Mass. E. W. Long, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. A. Rumrill, Springfield, Mass. C. A. Stevens, Ware, Mass. E. B. Gillett, Westfield, Mass. W. W. Whitney, Winchendon, Mass. C. E. Stevens, Hingham, Mass. H. B. Chapin, Boston, Mass. Charles S. Sargent, Brookline, Mass.

PROPER ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

J. A. RUMRILL,
EDW. B. GILLETT,
C. E. STEVENS,
C. S. SARGENT,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 27, 1887. Then personally appeared James A. Rumrill, Edward B. Gillett, Charles E. Stevens and Charles S. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,
Justice of the Peace.

REPORT
OF THE
WEST AMESBURY BRANCH RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$5,700 00
Total expense (including taxes),	523 17
Net income,	5,176 83
Interest accrued during year:	8,990 00
On funded debt, \$3,990 00	.
Dividends declared (2 per cent.),	1,140 00
Balance for the year (surplus),	46 83
Balance at commencement of year,	173 22
Balance Sept. 30, 1887 (surplus),	220 05
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$50 00
Legal expenses,	20
Stationery and printing,	7 88
TOTAL EXPENSES,	\$58 08
Taxes,	465 09
TOTAL EXPENSES AND TAXES,	\$523 17
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$114,000 00
Cash,	810 05
TOTAL ASSETS,	\$114,810 05
LIABILITIES.	
Capital stock,	\$57,000 00
Funded debt,	57,000 00
Unfunded debt, viz.:	90 00
Interest unpaid, \$56 00	.
Dividends unpaid, 34 00	.
Profit & Loss balance,	220 05
TOTAL LIABILITIES,	\$114,810 05

DESCRIPTION OF ROAD.	
Main line of road from Merrimac to Newton, N. H., . . .	4.45 miles.
Main line of road in Massachusetts,	2.13 "
Main line of road in New Hampshire,	2.32 "
Sidings and other tracks not above enumerated, . . . . .	.49 "
Same in Massachusetts, . . . . .	.11 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK, . . .	4.94 "
Same in Massachusetts,	2.24 "
Number of stations on all roads owned by this company, . .	2
Same in Massachusetts,	1
BRIDGES.	
Number of trestle bridges of 25 feet and upwards, . . .	1
Number of crossings of highways at grade,	1
Number of crossings at which there are neither signals nor flagmen,	1
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$150,000 00	
Capital stock authorized by votes of company, . . . 114,000 00	
Capital stock issued (number of shares, 570); amount paid in,	\$57,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .	57,000 00
Total number of stockholders,	26
Number of stockholders in Massachusetts,	23
Amount of stock held in Massachusetts, . . . \$41,600 00	
DEBT.	
Funded debt, as follows:—	
Bonds, due July 1, 1893, rate of interest 7 per cent., . . .	\$57,000 00
Interest paid on same during year,	\$3,990 00

NAME AND RESIDENCE OF OFFICERS.

William H. Haskell, *President*, Merrimac, Mass. Daniel J. Poore, *Treasurer and Clerk of Corporation*, Merrimac, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William H. Haskell, Merrimac, Mass. Benjamin F. Sargent, Merrimac, Mass. Albert Sargent, Merrimac, Mass. John Cleary, Merrimac, Mass. E. R. Brown, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,
MERRIMAC, ESSEX COUNTY, MASS.

WM. H. HASKELL,
ALBERT SARGENT,
B. F. SARGENT,
JOHN CLEARY,

Directors.

DANIEL J. POORE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 24, 1887. Then personally appeared William H. Haskell, Albert Sargent, B. F. Sargent and John Cleary, directors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

D. J. POORE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 24, 1887. Then personally appeared D. J. Poore, treasurer, and made oath to the truth of the foregoing statement, according to his best knowledge and belief.

Before me,
BAILER SARGENT,
Justice of the Peace.

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,945 19
Total expense (including taxes),	329 45
Net income,	1,615 74
Dividends declared (4 per cent.),	1,584 00
Balance for the year (surplus),	81 74
Balance at commencement of year,	1,198 47
Balance Sept. 30, 1887 (surplus),	1,230 21
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$1,893 83
Income from all other sources, viz.:	51 36
Dividend on 8 shares W. S. R. R. Co. stock,	\$32 00
Interest,	19 86
TOTAL INCOME FROM ALL SOURCES,	\$1,945 19
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$20 00
Contingencies and miscellaneous,	2 75
TOTAL EXPENSES,	\$22 75
Taxes,	306 70
TOTAL EXPENSES AND TAXES,	\$329 45
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$39,600 00
Stock of W. S. R. R. Corporation,	400 00
TOTAL PERMANENT INVESTMENTS,	\$40,000 00
Cash,	\$331 16
Bills receivable,	499 05
TOTAL CASH ASSETS,	830 21
TOTAL ASSETS,	\$40,830 21

LIABILITIES.	
Capital stock,	\$39,600 00
Profit & Loss balance,	1,230 21
TOTAL LIABILITIES,	\$40,830 21
DESCRIPTION OF ROAD.	
Main line of road from West Stockbridge to State Line,	2.75 miles.
Main line of road in Massachusetts,	2.75 "
Total road belonging to this company,	2.75 "
Sidings and other tracks not above enumerated,	2.75 "
Same in Massachusetts,	2.75 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	5.50 "
Same in Massachusetts,	5.50 "
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards,	6
Number of crossings of highways at grade,	4
CAPITAL STOCK.	
Capital stock authorized by charter,	\$75,000 00
Capital stock authorized by votes of company,	75,000 00
Capital stock issued (number of shares, 396); amount paid in,	\$39,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	39,600 00
Total number of stockholders,	20
Number of stockholders in Massachusetts,	18
Amount of stock held in Massachusetts,	\$39,100 00

NAME AND RESIDENCE OF OFFICERS.

Georgè H. Power, *President*, Hudson, N. Y. Henry W. Taft, *Treasurer and Clerk of Corporation*, Pittsfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Power, Hudson, N. Y. George W. Kniffin, West Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. Henry W. Taft, Pittsfield, Mass. William Bliss, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,
PITTSFIELD, MASS.

GEORGE H. POWER,
HENRY W. TAFT,
GEO. W. KNIFFIN,
WM. C. SPAULDING,
Directors.
HENRY W. TAFT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 4, 1887. Then personally appeared Henry W. Taft and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

THOS. P. PINGREE,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Oct. 6, 1887. Then personally appeared George W. Kniffin and William C. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. M. KNIFFIN,

Justice of the Peace.

STATE OF NEW YORK.

COLUMBIA COUNTY, ss. Oct. 7, 1887. Then personally appeared George H. Power, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HORACE R. RECK,

Notary Public.

REPORT OF THE WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$250,000 00
Total expense,	3,854 20
Net income,	246,645 80
Interest accrued during year:	82,804 48
On funded debt,	\$76,937 47
On other debt,	5,866 96
Dividends declared (6 per cent.),	183,798 00
Balance for the year (deficit),	19,956 63
Balance at commencement of year (deficit),	127,951 90
Add:	
Interest accrued prior to Oct. 1, 1886, interest prior to that having been charged only as it matured,	5,729 17
Paid old claims on account of personal injuries,	7,216 57
Paid sundry old claims,	1,466 83
Balance at commencement of year as so changed,	142,364 47
Balance Sept. 30, 1887 (deficit),	162,321 10
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$2,300 00
Legal expenses,	105 00
Stationery and printing,	284 74
Outside agencies and advertising,	96 75
Contingencies and miscellaneous,	567 71
TOTAL EXPENSES,	\$3,354 20
Balance Sheet Sept. 30, 1887.	
ASSETS.	
Cost of road,	\$4,138,584 99
Cost of equipment,	415,336 03
TOTAL PERMANENT INVESTMENTS,	\$4 553,921 02
Cash,	\$19,596 64
Due from agents and companies,	62,777 88
Worcester, Nashua & Rochester Railroad stock,	35,300 00
TOTAL CASH ASSETS,	117,674 52
Profit & Loss balance,	162,321 10
TOTAL ASSETS,	\$4,833,916 64

270 WORCESTER, NASHUA & ROCHESTER R. R. [Jan.

LIABILITIES.		
Capital stock,		\$3,099,800 00
Funded debt,		1,468,500 00
Unfunded debt, viz.:		265,616 64
Interest unpaid,	\$7,616 64	
Notes payable,	258,000 00	
TOTAL LIABILITIES,		\$4,833,916 64

Present or Contingent Liabilities not included in the Balance Sheet.

Bonds guaranteed by this company or a lien on its road, viz.:	
Bonds of the Nashua & Rochester Railroad, guaranteed by the Worcester & Nashua Railroad Company, and included in the funded debt above named,	\$575,000 00

DESCRIPTION OF ROAD.		
Main line of road from Worcester to Rochester,	94.48 miles.	
Main line of road in Massachusetts,	39.46 "	
Main line of road in New Hampshire,	55.02 "	
Double track on main line,	18.13 "	
Same in Massachusetts,	18.13 "	
Total road belonging to this company,	94.48 "	
Sidings and other tracks not above enumerated,	21.22 "	
Same in Massachusetts,	13.16 "	
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	133.83 "	
Same in Massachusetts,	70.75 "	
Total length of steel rails in tracks, not including steel-top rails,	79.23 "	
[Weights per yard, 56 to 60 pounds.]		
Number of stations on all roads owned by this company,	26	
Same in Massachusetts,	13	

BRIDGES.		
Number of trestle bridges of 25 feet length and upwards,*	2	
Aggregate length of same for single track (286 feet).		
Number of spans of stone bridges of 25 feet and upwards,*	2	
Aggregate length of same for single track (110 feet).		
Number of spans of iron bridges of 25 feet and upwards,*	3	
Aggregate length of same for single track (222 feet).		
Number of spans of timber bridges of 25 feet and upwards,	2	
Number of crossings of highways at grade,*	37	
Number of crossings of highways over railroad,	7	
Number of crossings of highways under railroad,	8	
Number of highway bridges 18 feet above track,	4	
Number of highway bridges less than 18 feet above track,	3	
Height of lowest bridge above the rail,	14 ft. 2 in.	
Number of crossings at which gates or flagmen are maintained,	11	
Number of crossings at which there are neither signals nor flagmen,*	26	
Number of railroad-crossings at grade (specifying each):*	5	
Worcester Division, Fitchburg Railroad in Worcester.		
Central Massachusetts, at Oakdale.		
Old Colony, at Clinton.		
Fitchburg and Peterborough & Shirley Railroads, at Ayer.		

* In Massachusetts, on miles road owned.

CAPITAL STOCK.	
Capital stock authorized by charter,	\$3,600,000 00
Capital stock authorized by votes of company,	3,099,800 00
Capital stock issued (number of shares, 30,998); amount paid in,	\$3,099,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	3,099,800 00
Total number of stockholders,	835
Number of stockholders in Massachusetts,	593
Amount of stock held in Massachusetts,	\$21,790 00

DEBT.

Funded debt, as follows:	
Mortgage bonds (overdue), rate of interest (none).	\$12,000 00
Interest paid on same during year,	Nothing.
Mortgage bonds due May 1, 1887, rate of interest 5 per cent.,	81,500 00
Interest paid on same during year,	\$4,075 00
Mortgage bonds due April 1, 1893, rate of interest 5 per cent.,	250,000 00
Interest paid on same during year,	\$12,500 00
Mortgage bonds due Feb. 1, 1895, rate of interest 5 per cent.,	400,000 00
Interest paid on same during year,	\$20,000 00
Mortgage bonds due April 1, 1894, rate of interest 5 per cent.,	575,000 00
Interest paid on same during year,	\$28,750 00
Mortgage bonds due July 1, 1906, rate of interest 4 per cent.,	150,000 00
Interest paid on same,	\$6,000 00
Interest paid on bonds that matured and were paid May 1, 1887 (amounting to \$193,500),	\$9,675 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,468,500 00

NAME AND RESIDENCE OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H. E. B. Stoddard, *Auditor*, Worcester, Mass. T. W. Hammond, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H. John A. Spalding, Nashua, N. H. E. B. Stoddard, Worcester, Mass. George C. Lord, Newton, Mass. Frank Jones, Portsmouth, N. H. James P. Cook, Salem, Mass. Frank A. McKean, Nashua, N. H. George W. Armstrong, Brookline, Mass. Charles Holman, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

THE WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
WORCESTER, MASS.

CHAS. A. SINCLAIR,
JAMES P. COOK,
GEO. W. ARMSTRONG,
FRANK A. MCKEAN,
JOHN A. SPALDING,
CHARLES HOLMAN,
ELIJAH B. STODDARD,
Directors.
T. W. HAMMOND,
Treasurer.

272 WORCESTER, NASHUA & ROCHESTER R. R. [Jan.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 4, 1887. Then personally appeared Elijah B. Stoddard and T. W. Hammond, and made oath to the truth of the foregoing statement, according to their best knowledge and belief.

Before me,

J. STEWART BROWN,

Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Nov. 4, 1887. Then personally appeared Frank A. McKean, John Spalding and Charles Holman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. E. SPALDING,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BOSTON, ss. Nov. 4, 1887. Then personally appeared Charles A. Sinclair, James P. Cook and George W. Armstrong, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY T. GOOLD,

Justice of the Peace.

WORCESTER, Nov. 4, 1887.

The undersigned, commissioner of Worcester & Nashua Railroad for the Commonwealth of Massachusetts, having examined the foregoing report, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM.

The undersigned, commissioner of the Commonwealth of Massachusetts of the Worcester and Nashua Railroad, on the fourth day of November, 1887, examined the accounts of said road to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to that part lying in New Hampshire.

Cost of entire road, 94.48 miles,	\$4,138,584 99
Cost of road in Massachusetts, 39.46 miles,	1,991,582 59
Cost of road in New Hampshire, 55.02 miles,	2,147,002 40
Cost of equipment of entire road,	415,336 03
Cost of equipment in Massachusetts,	277,000 69
Cost of equipment in New Hampshire,	138,335 34
Total income of entire road (leased),	250,000 00
Total income from road lying in Massachusetts,	187,500 00
Total income from road lying in New Hampshire,	62,500 00
Net income of entire road,	246,645 80
Net income of road lying in Massachusetts,	184,948 35
Net income of road lying in New Hampshire,	61,661 45
Total expenses of road,	3,354 20

And the apportionment is hereby made according to the above figures.

JOHN J. PUTNAM,

Commissioner.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$31,627 97
Total expense (including taxes),	21,218 18
Net income,	10,409 79
Interest accrued during year:	1,320 00
On funded debt, \$1,320 00	
Balance for the year (surplus),	9,089 79
Balance at commencement of year,	15,556 45
Balance Sept. 30, 1887 (surplus),	24,646 24
ANALYSIS OF EARNINGS.	
From local passengers,	\$29,569 01
TOTAL TRANSPORTATION EARNINGS,	29,569 01
Income from all other sources, viz.:	2,058 96
Sale of old rails, \$2,056 21	
Sale of old ties, 2 75	
TOTAL INCOME FROM ALL SOURCES,	\$31,627 97
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,800 00
Legal expenses,	50 00
Insurance,	147 78
Stationery and printing,	256 92
Outside agencies and advertising,	5,680 81
Contingencies and miscellaneous,	134 50
Repairs of buildings,	197 64
Renewal of rails,	2,038 51
Renewal of ties,	478 18
Repairs of road-bed and track,	1,687 51
Repairs of locomotives,	294 18
Fuel for locomotives,	2,775 10
[Tons of coal, 443; cords of wood, 27.]	
Water supply,	27
Oil and waste,	229 51
Locomotive service,	2,231 93
Repairs of passenger-cars,	254 35
Passenger-train service,	2,055 80
Passenger-train supplies,	23 95
Agents and station service,	537 50
Station supplies,	65 78
TOTAL OPERATING EXPENSES,	\$20,934 72
Taxes,	283 46
TOTAL OPERATING EXPENSES AND TAXES,	\$21,218 18

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Superstructure, including rails,	\$1,959 47
Passenger and freight stations, wood-sheds, and water-stations,	4,312 21
Engine-houses, car-sheds, and turn-table,	4,173 29
TOTAL FOR CONSTRUCTION,	10,444 97
Locomotives (number, 1),	6,066 75
Passenger, mail, and baggage cars,	36 27
Freight and other cars (number, 2),	441 09
TOTAL FOR EQUIPMENT,	6,544 11
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$16,989 08

Balance Sheet Sept. 30, 1887.

ASSETS.		
Cost of road,	\$54,403 07	
Cost of equipment,	40,010 73	
TOTAL PERMANENT INVESTMENTS,		\$94,413 80
Cash,		400 59
TOTAL ASSETS,		\$94,814 39
LIABILITIES.		
Capital stock,	\$36,825 00	
Funded debt,	22,000 00	
Notes payable,	11,343 15	
Profit & Loss balance,	24,646 24	
TOTAL LIABILITIES,		\$94,814 39

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	35,071
TOTAL TRAIN MILEAGE,	35,071
Number of local passengers (including season),	377,999
TOTAL NUMBER OF PASSENGERS CARRIED,	377,999
Local passenger mileage (local passengers carried one mile),	1,133,997
TOTAL PASSENGER MILEAGE,	1,133,997
Average number of cars in passenger-trains,	2
Average number of persons employed,	9

DESCRIPTION OF ROAD.

Main line of road from Worcester to Lake Quinsigamond,	2.7 miles.
Main line of road in Massachusetts,	2.7 "
Total road belonging to this company,	2.7 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.7 "
Same in Massachusetts,	2.7 "
Total length of steel rails in tracks, not including steel-top rails,	2.7 "
[Weights per yard, 56 and 60 pounds.]	
Total miles of road operated by this company,	2.7 "
Total miles of road operated by this company in Massachusetts,	2.7 "
Number of stations on all roads owned by this company,	5
Same in Massachusetts,	5

EQUIPMENT.							
Number of locomotives, . . . . .	.	.	.	.	.	.	4
Number of passenger-cars, . . . . .	.	.	.	.	.	.	7
Number of other cars, . . . . .	.	.	.	.	.	.	4

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	-	-	-	-
Others,	-	-	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Man slightly injured by being hit by locomotive; coming toward the train, saw it and thought himself far enough away. Corner of tender struck him just enough to cause him to lose his balance and to fall down a low embankment, and by so doing cause the slight injuries.

BRIDGES.		
Number of crossings of highways at grade,		3
Number of crossings at which there are neither signals nor flagmen,		3
CAPITAL STOCK.		
Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	36,700 00	
Capital stock issued (number of shares, 367); amount paid in,		\$36,700 00
Capital stock paid in on shares not issued,		125 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		36,825 00
Total number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$36,825 00	
DEBT.		
Funded debt, as follows: —		
Bonds due Jan. 1, 1895, rate of interest 6 per cent.,		\$22,000 00
Interest paid on same during year,	\$1,320 00	

NAME AND RESIDENCE OF OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Solomon K. Hindley, *Auditor*, Springfield, Mass. Irving E. Bigelow, *Superintendent*, Worcester, Mass. Horace H. Bigelow, *Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Josiah H. Clarke, Worcester, Mass. Charles S. Turner, Worcester, Mass. Horace H. Bigelow, Worcester, Mass. George H. Ball, Boston, Mass. Edward D. Stoddard, Chicago, Ill.

PROPER ADDRESS OF THE COMPANY.
 WORCESTER & SHREWSBURY RAILROAD COMPANY,
 WASHINGTON SQUARE, WORCESTER, MASS.

JOSIAH H. CLARKE,
 C. S. TURNER,
 H. H. BIGELOW,
Directors.
 H. H. BIGELOW,
Treasurer.
 IRVING E. BIGELOW,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 31, 1887. Then personally appeared Josiah H. Clarke, C. S. Turner, H. H. Bigelow, being a majority of the board of directors, and H. H. Bigelow, treasurer, and Irving E. Bigelow, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EBEN F. THOMPSON,
Justice of the Peace.

REPORT

OF THE

HOUSATONIC RAILROAD COMPANY OF CONNECTICUT,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[Showing Revenue, Expenses of Operating, Mileage, Traffic, etc., on Roads Leased and Operated by Company in Massachusetts, the same being the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads.]

ANALYSIS OF EARNINGS.	
From local passengers,	\$80,262 76
through passengers (to and from other roads),	32,586 48
express and extra baggage,	5,655 00
mails,	4,658 49
<i>Total earnings from passenger department,</i>	123,157 73
From local freight,	62,295 64
through freight (to and from other roads),	78,600 45
other sources, freight department (milk),	18,558 41
<i>Total earnings from freight department,</i>	159,454 50
TOTAL TRANSPORTATION EARNINGS,	282,612 23
Income from all other sources, viz.:	2,326 16
Rents, wharfage, etc.,	\$2,326 16
TOTAL INCOME FROM ALL SOURCES,	\$284,938 39
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$9,369 30
Legal expenses,	1,845 75
Insurance,	974 38
Stationery and printing,	1,284 04
Outside agencies and advertising,	878 81
Contingencies and miscellaneous,	1,903 16
Repairs of bridges (including culverts and cattle-guards),	2,991 02
Repairs of buildings,	5,327 46
Repairs of fences, road-crossings and signs,	1,428 91
Renewal of ties,	7,909 63
[Number laid, 18,394.]	
Repairs of road-bed and track,	25,721 50
Repairs of locomotives,	10,640 96
Fuel for locomotives,	19,565 90
Water supply,	978 23
Oil and waste,	2,358 00
Locomotive service,	16,098 42
Repairs of passenger-cars,	6,865 08
Passenger-train service,	7,442 78
Passenger-train supplies,	607 33
Mileage passenger-cars,	208 18
Repairs of freight-cars,	8,705 85
Freight-train service,	9,166 13
Freight-train supplies,	881 82

Mileage freight-cars,	\$2,957 88
Telegraph expenses,	232 64
Loss and damage, freight and baggage,	887 86
Loss and damage, property and cattle,	193 81
Personal injuries,	88 44
Agents and station service,	19,493 83
Station supplies,	2,558 82
TOTAL OPERATING EXPENSES,	\$168,565 42
Taxes,	6,100 71
TOTAL OPERATING EXPENSES AND TAXES,	\$174,666 13

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	118,745
Freight-train mileage,	95,381
TOTAL REVENUE-TRAIN MILEAGE,	209,126
Switching-train mileage,	15,646
Other train mileage,	14,006
TOTAL TRAIN MILEAGE,	238,778
Number of local passengers (including season),	181,037
Number of through passengers (to and from other roads),	90,518
TOTAL NUMBER OF PASSENGERS CARRIED,	271,555
Local passenger mileage (local passengers carried one mile),	3,115,404
Through passenger mileage (through passengers carried one mile),	1,448,388
TOTAL PASSENGER MILEAGE,	4,563,792
Number tons local freight,	57,575
Number tons through freight (to and from other roads),	73,715
TOTAL NUMBER TONS FREIGHT CARRIED,	131,290
Local freight mileage (tons local freight carried one mile),	1,818,080
Through freight mileage (tons through freight carried one mile),	4,491,454
TOTAL FREIGHT MILEAGE,	6,309,534
Average number of persons employed,	221

DESCRIPTION OF ROAD.

Total road leased by this company (Stockbridge & Pittsfield Railroad, 22.93 miles; Berkshire Railroad, 21.03 miles; West Stockbridge Railroad, 2.64 miles).

Sidings and other tracks not above enumerated (Stockbridge & Pittsfield Railroad, 4.99 miles; Berkshire Railroad, 4.49 miles; West Stockbridge Railroad, 2.38 miles).

Same in Massachusetts (Stockbridge & Pittsfield Railroad, 4.99 miles; Berkshire Railroad, 4.49 miles; West Stockbridge Railroad, 2.38 miles).

TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK (Stockbridge & Pittsfield Railroad, 27.92 miles; Berkshire Railroad, 25.52 miles; West Stockbridge Railroad, 5.02 miles).

Same in Massachusetts (Stockbridge & Pittsfield Railroad, 27.92 miles; Berkshire Railroad, 25.52 miles; West Stockbridge Railroad, 5.02 miles).

Total length of steel rails in tracks, not including steel-top rails (Stockbridge & Pittsfield Railroad, 22.93 miles; Berkshire Railroad, 21.03 miles; West Stockbridge Railroad, 2.64 miles).

[Weights per yard, 60 pounds.]

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Stockbridge & Pittsfield, length,	22.93 miles.
Berkshire, length,	21.03 "
West Stockbridge, length,	2.64 "
Total length of above roads,	46.60 "
Total length of above roads in Massachusetts,	46.60 "
Total miles of road operated by this company,	46.60 "
Total miles of road operated by this company in Massachusetts,	46.60 "
Number of stations in Massachusetts on all roads operated by this company,	15
Number of telegraph-offices in same,	18

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	—	—	—	—	—	—	—	—
Employees, .	2	4	1	—	3	4	3	4
Others, .	—	—	2	—	2	—	2	—

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 10, 1886. — John Ryan, aged 19 years, was found dead upon the track about three-quarters of a mile north of Great Barrington station, Sunday, October 10; supposed to have been killed by through freight-train No. 19.

January 6, 1887. — Arthur Van Deusen, brakeman on through freight-train No. 20 (leaving State Line at 9 P.M. for Bridgeport), had his arm crushed below the elbow while coupling cars at State Line; died the next day from the effects of his injury.

January 31. — Patrick Buckley, 60 years of age, was instantly killed at Stockbridge by stepping in front of engine of train No. 7.

February 25. — John Chapman, brakeman on train No. 2, while switching on train at Lenox Furnace, caught his foot and crushed it badly.

March 16. — Herbert Boynton, brakeman on train No. 20, at Ashley Falls station, while letting off brake on a high-brake car, was thrown to the ground by the brake slipping, and was bruised about the head and back, but injury not serious.

March 19. — John McGuire, brakeman, was run over by freight train No. 1 while attempting to board the train while it was in motion, about one-quarter of a mile north of Sheffield. He was fatally injured, and died the same night at Great Barrington.

June 27. — Michael Finning, brakeman on local freight-train No. 1, was fatally injured at Van Deusenville while engaged in coupling cars; died shortly after accident.

July 16. — S. Wilcox, brakeman on night freight-train No. 23 (leaving Bridgeport for State Line at 9 P.M.), while engaged in coupling cars at Great Barrington, was caught between the "deadwoods" of the cars, dislocating his collar-bone.

September 28. — L. J. Chapman, brakeman on night freight-train No. 22 (leaving State Line at 9.30 P.M. for Bridgeport), while walking on top of freight-car made misstep and fell between the cars, and his right foot was run over and crushed; accident occurred about one mile south of State Line.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	60,000 lbs.
Average weight of locomotives in working order, . . .	58,000 "
Maximum weight of tenders full of fuel and water, . . .	40,000 "
Average weight of tenders full of fuel and water, . . .	38,000 "
Maximum weight of passenger-cars, . . .	44,000 "
Average weight of passenger-cars, . . .	36,000 "
Average weight of mail and baggage cars, . . .	34,000 "
Average weight of 8-wheel box freight-cars, . . .	17,000 "
Average weight of 8-wheel platform-cars, . . .	14,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	41 ft. 9 in.
Total length of heaviest engine and tender over all, . . .	51 " 10 "
What telegraph companies own a line on your right of way, and how many miles does each own? Western Union.	

BRIDGES.

Number of trestle bridges of 25 feet length and upwards (Stockbridge & Pittsfield, 7; Berkshire, 8; West Stockbridge, 3), . . .	18
Number of spans of iron bridges of 25 feet and upwards (Stockbridge & Pittsfield, 5; Berkshire, 1), . . .	6
Number of crossings of highways at grade (Stockbridge & Pittsfield, 22; Berkshire, 27; West Stockbridge, 4), . . .	53
Number of crossings of highways over railroad, . . .	3
Number of crossings of highways under railroad, . . .	6
Number of highway bridges less than 18 feet above track, . . .	3
Height of lowest bridge above the rail, . . .	14½ ft.
Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither signals nor flagmen, . . .	52

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	3.63 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	2.25 "
Rate of fare on mileage tickets (1,000 miles), . . .	2.00 "
Average rate of fare per mile received from all passengers, . . .	2.47 "
Average rate of local freight per ton per mile, . . .	13.00 "
Average rate of freight per ton per mile received from freight to and from other roads, . . .	1.75 "
Average rate of freight per ton per mile received from all freight, . . .	2.23 "

NAME AND RESIDENCE OF OFFICERS.

William H. Barnum, *President*, Lime Rock, Conn. William H. Stevenson, *Vice-President and General Manager*, Bridgeport, Conn. H. W. Watson, *Auditor*, Bridgeport, Conn. W. K. Lyon, *Superintendent*, Bridgeport, Conn. H. C. Cogswell, *General Freight Agent*, Bridgeport, Conn. H. D. Averill, *General Passenger Agent*, Bridgeport, Conn. C. K. Averill, *Treasurer and Clerk of Corporation*, Bridgeport, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. H. Barnum, Lime Rock, Conn. Wm. H. Stevenson, Bridgeport, Conn. Francis A. White, New York. Henry Hentz, Brooklyn, N. Y. Wm. H. Starbuck, Rye, N. Y. John L. Macaulay, New Brunswick, N. J.; A. B. Mygatt, New Milford, Conn. William E. Downes, Birmingham, Conn. D. W. Plumb, Birmingham, Conn.

PROPER ADDRESS OF THE COMPANY.
HOUSATONIC RAILROAD COMPANY,
BRIDGEPORT, CONN.

W. H. STARBUCK,
J. L. MACAULAY,
HENRY HENTZ,
WM. H. STEVENSON,
Directors.
C. K. AVERILL,
Treasurer.
W. K. LYON,
Superintendent.

STATE AND DISTRICT OF CONNECTICUT.

BRIDGEPORT, Nov. 2, 1887. Then personally appeared W. H. Starbuck, J. L. Macaulay, Henry Hentz and William H. Stevenson, and also C. K. Averill and W. K. Lyon, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

MORRIS W. SEYMOUR,
*Commissioner of the Circuit Court of the U. S. for the
State and District of Connecticut.*

REPORT

OF THE

CAPE COD SHIP CANAL COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

To the Board of Railroad Commissioners of the Commonwealth of Massachusetts :

The Cape Cod Ship Canal Company respectfully submits the following report for the year ending Sept. 30, 1887 :—

The construction of the canal has steadily progressed during the year, and a water-way is now opened to a point more than a mile from Barnstable Bay—200 feet wide, and from 12 to 25 feet deep.

This work is being done under the contract referred to in the previous annual reports to the Board. The disbursements for construction have been made by the contractor, and do not appear on the books of the company.

The corporation has received from the contractor, pursuant to the contract above referred to, the sum of \$17,731.86, which sum has been expended as follows :—

On account of right of way,	\$1,697 00
On account of legal expenses,	7,021 32
On account of salaries (including the salary of the regular corporation counsel),	5,775 00
Rent and care of offices and other incidental expenses,	496 68
Freight and transportation,	977 50
Stenographic reports,	969 86
Printing,	794 00
	\$17,731 36

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William A. Clark, Jr., Lynn, Mass. Samuel Fessenden, Sandwich, Mass.
 William A. French, Boston, Mass. Edwin Reed, Cambridge, Mass. Sidney
 Dillon, New York, N. Y. Thomas Rutter, New York, N. Y. Charles C.
 Dodge, New York, N. Y.

NAMES AND RESIDENCES OF OTHER OFFICERS.

William A. Clark, Jr., *President*, Lynn, Mass. Samuel Fessenden, *Treasurer*, Sandwich, Mass. Willard Howland, *Clerk*, Chelsea, Mass.

The company has no superintendent.

PROPER ADDRESS OF THE COMPANY.
CAPE COD SHIP CANAL COMPANY,
SANDWICH, MASS.

W. A. CLARK, JR.,
SAM'L FESSENDEN,
CHAS. C. DODGE,
WM. A. FRENCH,

Directors.

SAM'L FESSENDEN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1887. Then personally appeared the above-named W. A. Clark, Jr., Samuel Fessenden, Charles C. Dodge, W. A. French, and all severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

WILLARD HOWLAND,

Notary Public.

STREET RAILWAY RETURNS.

REPORT

OF THE

ACUSHNET STREET RAILWAY COMPANY,

FOR THE SEVEN MONTHS ENDING APRIL 30, 1887.

[This company was consolidated with the New Bedford & Fairhaven under the name of the Union Street Railway Company, April 30, 1887.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$135,000 00	
Capital stock authorized by votes of company,	135,000 00	
Capital stock paid (par value of shares, \$100),		\$125,000 00
Number of stockholders,	56	
DEBT.		
Unfunded debt, as follows:		\$53,424 49
Notes and accounts payable,	\$53,424 49	
TOTAL GROSS DEBT,		\$53,424 49
Amount of cash assets, viz.:		1,507 55
Cash,	\$850 28	
Supplies,	628 97	
Debit balances,	28 30	
NET DEBT,		\$51,916 94
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$5,119 58	
Track, including timber, rails, etc., and laying,	78,740 02	
Interest during construction, commissions, discounts, etc.,	2,398 02	
TOTAL COST OF CONSTRUCTION,		\$86,257 62
EQUIPMENT.		
Horses,		\$23,024 50
Cars,		26,168 92
Other articles of equipment,		3,146 94
TOTAL COST OF EQUIPMENT,		52,340 36
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$8,500 00
Buildings owned by company needed in operating road,		15,145 30
TOTAL COST OF LAND AND BUILDINGS,		23,645 30
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		162,243 28
Cash assets,		1,507 55
TOTAL PROPERTY AND ASSETS OF COMPANY,		163,750 83

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE SEVEN MONTHS.	
Extension of tracks* (number of feet, 5,800),	\$15,544 75
New horses (number, 1),	180 00
New cars (number, 1),	885 86
Other equipment,	943 30
Land and buildings,	3,375 78
TOTAL ADDITION TO PROPERTY,	20,929 09

REVENUE FOR THE SEVEN MONTHS.	
Received from passengers on railways operated by this company,	\$21,036 46
Received from sales of manure,	477 47
Income from other sources:	100 00
Advertising in cars, \$100 00	
TOTAL INCOME FROM ALL SOURCES,	\$21,613 93

EXPENSES OF OPERATING THE RAILWAY FOR THE SEVEN MONTHS.	
Repairs of road-bed and track,	\$244 75
Repairs of cars and other vehicles, harness and horse-shoeing,	2,895 74
Wages and salaries of president, treasurer, superintendent and their clerks,	2,024 90
Wages and salaries of all other persons employed in operating the road,	15,169 35
Provender,	9,597 46
Taxes, state and local,	921 36
Office expenses, and all other expenses not included above,	6,957 65
TOTAL EXPENSES OF OPERATING,	\$37,811 21

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,	\$16,197 28
Interest accrued during the year,	125 00
Balance for the seven months, or deficit,	16,322 28
Surplus at commencement of year, \$1,603 50	
Add:	
Old iron sold, \$15 38	
Profit on stock sale, 29 58	
Difference on note, 16	
	45 12
Surplus at commencement of year as changed by aforesaid entries,	1,648 62
TOTAL DEFICIT APRIL 30, 1887,	14,673 66

INVENTORY OF EQUIPMENT APRIL 30, 1887.	
Box-cars,	18
Open cars,	20
Horses,	146
Harnesses (pairs of),	30
Other articles of equipment:	
1 wagon, 2 snow plows, 1 hay cutter and power.	
Largest number of horses owned at any time during the year,	153
Smallest number of horses owned at any time during the year,	146

* Including bills of previous year unpaid.

General Balance Sheet April 30, 1887.	
ASSETS.	
Construction,	\$86,257 62
Equipment,	52,340 36
Land and buildings,	23,645 30
Cash and cash assets,	1,507 55
Deficit,	14,673 66
TOTAL ASSETS,	\$178,424 49
LIABILITIES.	
Capital stock,	\$125,000 00
Unfunded debt,	53,424 49
TOTAL LIABILITIES,	\$178,424 49
Copy of Profit and Loss Account for the Seven Months ending April 30, 1887.	
DR.	
To expenses,	\$37,811 21
Interest,	125 00
	\$37,936 21
CR.	
By balance Sept. 30, 1886,	\$1,608 50
total income,	21,613 93
old iron sold,	15 38
profit on stock sale,	29 58
difference in note,	16
Balance carried forward April 30, 1887,	14,673 66
	\$37,936 21
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	7.125 miles.
Aggregate length of switches, sidings, etc., . . . . .	.868 "
Total length of track, measured as single track,	7.993 "
Total length of track paved,	6.471 "
Weight of rail per yard, and description of rail: Johnson, 38.13 pounds steel.	
Description of the several lines or routes operated by the company:	
Main line from Lund's Corner through Acushnet Avenue, Bedford, Sixth and County Streets to Cove; branch from Acushnet Avenue through Union, Ash, Morgan, Cedar and Durfee Streets; branch from Bedford through Green, Allen and Dartmouth Streets to Rural Cemetery.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:	
New Bedford and Fairhaven Street railway track from Acushnet Avenue through Union, Sixth and William Streets to Acushnet Avenue, . . . . .	.359 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	7.484 "

MILES RUN, ETC.	
Total number of miles run during the year,	155,860
Total number of passengers carried in the cars,	418,334
Total number of round trips for the year,	27,471
Number of persons regularly employed by company,	49
Rates of fare,	5 cents.

PROPER ADDRESS OF THE COMPANY.
ACUSHNET STREET RAILWAY COMPANY,
NEW BEDFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Cook, *President and Superintendent*, New Bedford, Mass. Ab-
bott P. Smith, *Treasurer and Clerk of Corporation*, New Bedford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Cook, Abbott P. Smith, Lot B. Bates, James E. Dwight, Samuel
C. Hart, all of New Bedford, Mass..

CHARLES E. COOK,
JAMES E. DWIGHT,
ABBOTT P. SMITH,
Directors.
ABBOTT P. SMITH,
Treasurer.
CHARLES E. COOK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 28, 1887. Then personally appeared Charles E. Cook
and James E. Dwight, and severally made oath to the truth of the foregoing
statement by them subscribed, according to their best knowledge and belief.

WALTER CLIFFORD,
Justice of the Peace.

STATE OF MISSOURI.

COUNTY OF JACKSON, ss. Before me, a notary public in and for said
county and state, personally appeared Abbott P. Smith, who, on his oath,
says the above statement is true, according to his knowledge and belief.
Subscribed and sworn to this fifth day of November, 1887, at Kansas City.

G. W. MATHEWS,
Notary Public.
Commission expires Oct. 16, 1888.

REPORT

OF THE

ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$75,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),		\$50,000 00
Number of stockholders,	8	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$49,066 29
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		49,066 29
Cash assets,		889 21
TOTAL PROPERTY AND ASSETS OF COMPANY,		49,955 50
REVENUE FOR THE YEAR.		
TOTAL EARNINGS (transportation of freight),		\$1,623 00
TOTAL INCOME FROM ALL SOURCES,		1,623 00
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$47 22
Wages and salaries of president, treasurer, superintendent and their clerks,		150 00
Taxes, state and local,		164 80
Office expenses and all other expenses not included above,		1,092 62
TOTAL EXPENSES OF OPERATING,		\$1,454 64
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$168 36
Balance for the year, or surplus,		168 36
Deficit at commencement of year,		212 86
TOTAL DEFICIT SEPT. 30, 1887,		44 50
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$49,066 29
Cash and cash assets,		889 21
Deficit,		44 50
TOTAL ASSETS,		\$50,000 00

LIABILITIES.	
Capital stock,	\$50,000 00
TOTAL LIABILITIES,	\$50,000 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To balance Sept. 30, 1886,	\$212 86
expenses,	1,454 64
	\$1,667 50
CR.	
By total income,	\$1,628 00
Balance carried forward Sept. 30, 1887,	44 50
	\$1,667 50
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	.856 miles.
Aggregate length of switches, sidings, etc., . . . . .	.076 "
Total length of track, measured as single track, . . . . .	.932 "
Total length of track paved, . . . . .	.932 "
Weight of rail per yard, and description of rail: 90 pounds, wrought.	
Description of the several lines or routes operated by the company:	
On Albany Street, from Brookline to Lehigh Streets.	
On Lehigh Street to B. & A. R. R. yard.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	.856 "

PROPER ADDRESS OF THE COMPANY.
ALBANY STREET FREIGHT RAILWAY COMPANY,
439 ALBANY STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles L. Peirson, *President*, Boston, Mass. Thomas S. Hews, *Superintendent*, Boston, Mass. George F. Child, *Treasurer and Clerk of Corporation*, Hingham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Greely S. Curtis, Boston, Mass. Robert H. Stevenson, Boston, Mass.
Charles L. Peirson, Boston, Mass. Henry L. Higginson, Boston, Mass.
George F. Child, Hingham, Mass.

CHARLES L. PEIRSON,
ROBT. H. STEVENSON,
GEO. F. CHILD,
Directors.
GEO. F. CHILD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 21, 1887. Then personally appeared Robert H. Stevenson and George F. Child, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES L. PEIRSON,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 21, 1887. Then personally appeared Charles L. Peirson and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

S. T. SNOW,
Justice of the Peace.

REPORT OF THE ARLINGTON HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Cambridge Railroad Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$50,000 00	
Capital stock authorized by votes of company,	25,000 00	
Capital stock paid (par value of shares, \$50),		\$25,000 00
Number of stockholders,	10	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$25,000 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$11,400 00
NET ADDITION TO PROPERTY FOR THE YEAR,		11,400 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent:		\$816 00
Cambridge Railroad Company,	\$816 00	
TOTAL INCOME FROM ALL SOURCES,		816 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$816 00
Dividends declared (6 per cent.) for the year,*		816 00
<hr/>		
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$25,000 00
TOTAL ASSETS,		\$25,000 00
LIABILITIES.		
Capital stock,		\$25,000 00
TOTAL LIABILITIES,		\$25,000 00

* Dividend paid on \$13,600.

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To dividends,	\$816 00
CR.	
By total income,	\$816 00
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as single track, exclusive of sidings,	1.576 miles.
Total length of track, measured as single track,	1.576 "
Weight of rail per yard, and description of rail: 33 to 48 pounds.	

PROPER ADDRESS OF THE COMPANY.
ARLINGTON HORSE RAILROAD COMPANY,
CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Prentiss Cummings, *President*, Brookline, Mass. Joseph H. Tyler, *Treasurer and Clerk of Corporation*, Winchester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Prentiss Cummings, Brookline, Mass. Joseph H. Tyler, Winchester, Mass. Edmund Reardon, Cambridge, Mass. Edwin Dresser, Cambridge, Mass. Henry F. Woods, Somerville, Mass.

PRENTISS CUMMINGS,
JOS. H. TYLER,
HENRY F. WOODS,
EDWIN DRESSER,
EDMUND REARDON,

Directors.

JOS. H. TYLER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. CAMBRIDGE, Nov. 9, 1887. Then personally appeared said Prentiss Cummings, Joseph H. Tyler, Henry F. Woods, Edwin Dresser and Edmund Reardon, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ELMER P. HOWE,

Justice of the Peace.

REPORT

OF THE

BROCKTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock paid (par value of shares, \$100),		\$150,000 00
Number of stockholders,	75	
DEBT.		
Funded debt, as follows:		\$100,000 00
Bonds due April 1, 1905, rate of interest $4\frac{1}{2}$ per cent.,	\$50,000 00	
Bonds due April 1, 1906, rate of interest $4\frac{1}{2}$ per cent.,	50,000 00	
Unfunded debt, as follows:		12,179 38
Bills payable (note),	5,000 00	
Accounts,	7,179 38	
TOTAL GROSS DEBT,		112,179 38
Amount of cash assets, viz.:		2,427 54
Cash,	867 42	
Supplies,	753 92	
Debit balances,	806 20	
NET DEBT,		109,751 84
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$169,242 30
EQUIPMENT.		
Horses,		\$19,787 50
Cars,		21,446 47
Other articles of equipment,		6,949 67
TOTAL COST OF EQUIPMENT,		48,183 64
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$86,815 48
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		254,241 42
Cash assets,		2,427 54
TOTAL PROPERTY AND ASSETS OF COMPANY,		256,668 96
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (new granite paving, new curves, etc.),		\$8,049 80
New horses (number, 9),		1,125 00

New cars, second-hand (number, 2),	\$650 20
Other equipment,	1,605 56
Land and buildings,	3,274 07
TOTAL ADDITION TO PROPERTY,	9,704 63
Property sold or reduced in valuation on the books, viz.:	1,400 00
Sold two 14-foot box cars, \$1,400 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	8,304 63

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$68,308 51
Received from sales of manure,	592 50
TOTAL EARNINGS,	68,901 01
Income from other sources:	177 50
Advertising in cars, \$125 00	
Use of horses, 50 00	
Standing grass, 2 50	

TOTAL INCOME FROM ALL SOURCES, \$69,078 51

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track,	\$1,885 38
Repairs of cars and other vehicles, harness and horse-shoeing,	3,458 84
Repairs of buildings,	96 63
Renewal of horses,	1,067 00
Wages and salaries of president, treasurer, superintendent and their clerks,	5,470 18
Wages and salaries of all other persons employed in operating the road,	26,006 73
Provender,	14,926 29
Taxes, state and local,	5,328 97
Insurance,	1,159 20
Damages for injuries to persons and property,	4,803 16
Office expenses, and all other expenses not included above,	3,488 01

TOTAL EXPENSES OF OPERATING, \$67,690 89

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,388 12
Interest accrued during the year (18 months on bonds),	7,144 70
Dividends declared (6 per cent.) for the year,	9,000 00
Balance for the year, or deficit,	14,756 58
Surplus at commencement of year,	9,246 16
TOTAL DEFICIT SEPT. 30, 1887,	5,510 42

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box-cars,	18
Open cars,	14
Horses,	141
Harnesses (pairs of),	83
Sleighs,	3

Other articles of equipment:

Three snow plows, 2 levellers, 2 carts, 1 grain wagon, 1 Concord wagon, 1 top buggy, 2 set team and 1 set carriage harness, 3 hay cutters and horse power, blankets, surcingles, halters, collars, extra poles, etc.	
Largest number of horses owned at any time during the year,	141
Smallest number of horses owned at any time during the year,	129
Average number of horses owned during the year,	131

General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$169,242 30
Equipment,	48,188 64
Land and buildings,	36,815 48
Cash and cash assets,	2,427 54
Deficit,	5,510 42
TOTAL ASSETS,	\$262,179 38
LIABILITIES.	
Capital stock,	\$150,000 00
Funded debt,	100,000 00
Unfunded debt,	12,179 38
TOTAL LIABILITIES,	\$262,179 38
Copy of Profit & Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$67,690 39
interest,	7,144 70
dividends,	9,000 00
	\$83,835 09
CR.	
By balance Sept. 30, 1886,	\$9,246 16
total income,	69,078 51
balance carried forward Sept. 30, 1887,	5,510 42
	\$83,835 09
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single-track, exclusive of sidings,	10.566 miles.
Aggregate length of switches, sidings, etc., . . . . .	.896 "
Total length of track, measured as single track,	11.462 "
Total length of track paved,	11.462 "
Weight of rail per yard, and description of rail: 35 pounds flat.	
Description of the several lines or routes operated by the company:	
<i>Main Street Line.</i>	
Commences on Main Street at West Bridgewater line, running thence northerly through Main Street to the East Stoughton line, thence northerly on West Main Street and Main Street to the Randolph line.	
<i>Belmont and Pleasant Street Line.</i>	
Commences on Belmont Street at West Street, thence easterly (double track) to Main Street, from Main Street (single track) to School, Lincoln, Montello, up Centre to Main Street, thence westerly on Pleasant Street to West Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	10.566 "

MILES RUN, ETC.	
Total number of miles run during the year,	271,620
Total number of passengers carried in the cars,	1,218,933
Total number of round trips for the year,	21,621
Number of persons regularly employed by company,	48
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

A man jumped on to car while in motion; fell and injured his leg slightly.

PROPER ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,
BROCKTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

W. W. Cross, *President*, Brockton, Mass. Horace B. Rogers, *Superintendent*, Brockton, Mass. Clarence R. Fillebrown, *Treasurer*, Brockton, Mass. C. W. Sumner, *Clerk of Corporation*, Brockton, Mass.

NAME AND RESIDENCE OF OFFICERS LAST ELECTED.

W. W. Cross, Brockton, Mass. Thomas Dana, Boston, Mass. Asa P. Potter, Boston, Mass. H. W. Robinson, Brockton, Mass. C. W. Sumner, Brockton, Mass.

WILLIAM W. CROSS,
HENRY W. ROBINSON,
ASA P. POTTER,
THOMAS DANA,
CHARLES W. SUMNER,

Directors.

CLARENCE R. FILLEBROWN,

Treasurer.

HORACE B. ROGERS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 24, 1887. Then personally appeared William W. Cross, Asa P. Potter, Thomas Dana, Henry W. Robinson, Charles W. Sumner, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUGUSTUS C. JORDAN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Oct. 26, 1887. Then personally appeared Clarence R. Fillebrown and Horace B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES W. SUMNER,

Justice of the Peace.

REPORT

OF THE

BLACK ROCKS & SALISBURY BEACH STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$9,000 00	
Capital stock authorized by votes of company,	9,000 00	
Capital stock paid (par value of shares, \$100),		\$9,000 00
Number of stockholders,	6	
Amount of cash assets, viz.:		2,134 07
Cash,	\$1,780 40	
Debit balances,	353 67	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$5,866 33	
TOTAL COST OF CONSTRUCTION,		\$5,866 33
EQUIPMENT.		
Cars,		\$2,400 00
TOTAL COST OF EQUIPMENT,		2,400 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$380 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		8,646 33
Cash assets,		2,134 07
TOTAL PROPERTY AND ASSETS OF COMPANY,		10,780 40
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$5,945 09
TOTAL INCOME FROM ALL SOURCES,		5,945 09
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$275 35
Repairs of cars and other vehicles, harness and horse-shoeing,		368 29
Wages and salaries of president, treasurer, superintendent and their clerks,		2,297 93
Wages and salaries of all other persons employed in operating the road,		1,046 58
Provender (coal, \$103.90; water, \$145),		248 90
Taxes, state and local,		189 60
Rent,		455 00
Office expenses, and all other expenses not included above,		507 47
TOTAL EXPENSES OF OPERATING,		\$5,339 12

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$605 97
Dividend declared (10 per cent. for the year),	900 00
Balance for the year, or deficit,	294 08
Surplus at commencement of year,	2,074 43
TOTAL SURPLUS SEPT. 30, 1887,	1,780 40
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Open cars,	5
Other articles of equipment: dummy engine,	1
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$5,866 33
Equipment,	2,400 00
Land and buildings,	880 00
Cash and cash assets,	2,184 07
TOTAL ASSETS,	\$10,780 40
LIABILITIES.	
Capital stock,	\$9,000 00
Surplus,	1,780 40
TOTAL LIABILITIES,	\$10,780 40
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$5,839 12
dividends,	900 00
Balance carried forward Sept. 30, 1887,	1,780 40
	\$8,019 52
CR.	
By balance Sept. 30, 1886,	\$2,074 43
total income,	5,945 09
	\$8,019 52
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	1.694 miles.
Aggregate length of switches, sidings, etc., . . . . .	.095 "
Total length of track, measured as single track,	1.789 "
Weight of rail per yard, and description of rail: 20 pounds.	
Description of the several lines or routes operated by the company:	
Extending from Merrimac River to Morrill's Pavilion, all in the town of Salisbury.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	1.694 "

302 BLACK ROCKS & SALISBURY BEACH RY. [Jan.

MILES RUN, ETC.	
Total number of miles run during the year,	4,850
Total number of passengers carried in the cars,	71,700
Total number of round trips for the year,	1,280
Number of persons regularly employed by company,	7
Rates of fare,	5, 7½ & 10 cts.

PROPER ADDRESS OF THE COMPANY.

BLACK ROCKS & SALISBURY BEACH STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

Harvey N. Shepard, *President*, Boston, Mass. Edward P. Shaw, *Superintendent*, Newburyport, Mass. George Tilton, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harvey N. Shepard, Boston, Mass. Edward P. Shaw, Newburyport, Mass. David B. Sanborn, Sallsbury, Mass. J. Frank Tilton, Amesbury, Mass. George Tilton, Newburyport, Mass.

HARVEY N. SHEPARD,
EDWARD P. SHAW,
J. FRANK TILTON,
GEORGE TILTON,

Directors.

GEORGE TILTON,

Treasurer.

EDWARD P. SHAW,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. NEWBURYPORT, MASS., Nov. 4, 1887. Then personally appeared Edward P. Shaw, George Tilton and J. Frank Tilton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. F. HOUSTON,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 9, 1887. Then personally appeared Harvey N. Shepard, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ANDREW FISKE,

Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to the Boston Consolidated Street Railway Company and operated by the Lynn & Boston Railroad Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$300,000 00	
Capital stock authorized by votes of company,	121,000 00	
Capital stock paid (par value of shares, \$50),		\$121,000 00
Number of stockholders,	95	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$121,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		121,000 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent:		\$7,260 00
Lynn & Boston Railroad Company,	\$7,260 00	
TOTAL INCOME FROM ALL SOURCES,		7,260 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$7,260 00
Dividends declared (6 per cent.) for the year,		7,260 00
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$121,000 00
TOTAL ASSETS,		\$121,000 00
LIABILITIES.		
Capital stock,		\$121,000 00
TOTAL LIABILITIES,		\$121,000 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
DR.		
To dividends,		\$7,260 00
		\$7,260 00

Cr.	
By total income,	\$7,260 00
	<hr/> \$7,260 00 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.116 miles.
Aggregate length of switches, sidings, etc., . . . . .	.038 "
Total length of track, measured as single track,	4.154 "

PROPER ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

W. W. Wheildon, *President*, Concord, Mass. John H. Studley, Jr.,
Treasurer and Clerk of Corporation, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

W. W. Wheildon, Concord, Mass. R. E. Demmon, Boston, Mass. T.
Quincy Browne, Boston, Mass. Charles E. Powers, Boston, Mass. William
G. Wheildon, Concord, Mass. Benjamin H. Dewing, Revere, Mass. George
M. Brooks, Concord, Mass.

WM. W. WHEILDON,
CHAS. E. POWERS,
T. QUINCY BROWNE,
W. G. WHEILDON,
BENJ. H. DEWING,
GEORGE M. BROOKS,
R. E. DEMMON,

Directors.

JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 12, 1887. Then personally appeared W. W. Wheildon, Charles E. Powers, T. Quincy Browne, W. G. Wheildon, Benjamin F. Dewing, George M. Brooks, R. E. Demmon and John H. Studley, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,
Justice of the Peace.

REPORT

OF THE

BOSTON CONSOLIDATED STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$2,000,000 00	
Capital stock authorized by votes of company,	1,700,000 00	
Capital stock paid (par value of shares, \$100),		\$1,700,000 00
Number of stockholders,	216	
DEBT.		
Funded debt, as follows:		\$1,100,000 00
Bonds due 1897, rate interest 6 per cent.,	\$200,000 00	
Bonds due 1898, rate interest 6 per cent.,	100,000 00	
Bonds due 1902, rate interest 5 per cent.,	300,000 00	
Bonds due 1904, rate interest 5 per cent.,	200,000 00	
Bonds due 1907, rate interest 5 per cent.,	300,000 00	
Unfunded debt, as follows:		498,112 00
Notes payable,	\$382,014 99	
Outstanding tickets,	6,984 19	
Unpaid coupons and sundry accounts,	109,162 82	
TOTAL GROSS DEBT,		\$1,598,112 00
Amount of cash assets, viz.:		570,857 32
Cash,	\$21,829 73	
Supplies,	109,905 33	
Debit balances,*	439,122 26	
NET DEBT,		\$1,027,254 68
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving; track, including timber, rails, etc., and laying, and interest during construction, commissions, discounts, etc.; engineering, agencies, salaries, and other expenses during construction,	\$1,122,159 84	
Other railways:		
Cliftondale (original cost, \$62,000), purchased for	13,158 19	
Medford and Charlestown,	21,814 74	
TOTAL COST OF CONSTRUCTION,		\$1,157,132 77

* Sundry accounts and sums expended in redeeming bonds and constructing tracks of other roads.

EQUIPMENT.		
Horses,		\$285,555 00
Cars,		359,392 55
Other articles of equipment,		117,824 60
TOTAL COST OF EQUIPMENT,		\$762,772 15
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$460,826 29
Buildings owned by company needed in operating road,		421,997 74
TOTAL COST OF LAND AND BUILDINGS,		\$882,824 03
OTHER PROPERTY.		
Land and buildings at Tremont Street,		\$50,000 00
Land and buildings at Grove Hall,		40,000 00
Land and buildings at Malden,		12,000 00
Land at Medford,		9,963 90
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$2,914,692 85
Cash assets,		570,857 32
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$3,485,550 17
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 41,006 street rail; 8,329 T rail),		\$122,942 00
New horses (number, 208),		32,240 00
New cars (number, 51),		45,292 55
Other equipment,		8,646 98
Land and buildings,		66,825 61
TOTAL ADDITION TO PROPERTY,		\$275,947 14
Property sold or reduced in valuation on the books, viz.:		
Two ploughs, conductors' badges, barge, harnesses, collars, sleigh,	\$4,591 70	
Building at Medford,	3,465 00	
Land at Somerville,	800 00	
		8,856 70
NET ADDITION TO PROPERTY FOR THE YEAR,		\$267,090 44
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$1,094,410 26
Received from other railways as tolls or rent:		10,631 05
Lynn & Boston Railroad Company,	\$9,456 63	
South Boston Railroad Company,	601 08	
Cambridge Railroad Company,	561 73	
East Middlesex Railroad Company,	11 61	
Received from sales of manure,		7,271 08
TOTAL EARNINGS,		\$1,112,312 39
Income from other sources: Advertising,		3,025 00
TOTAL INCOME FROM ALL SOURCES,		\$1,115,337 39
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$13,680 90
Repairs of cars and other vehicles, harness and horse-shoeing,		78,463 12

Repairs of buildings,	\$6,365 65
Renewal of horses,	46,706 00
Wages and salaries of president, treasurer, superintendent and their clerks,	26,776 00
Wages and salaries of all other persons employed in operat- ing the road,	465,848 68
Provender,	172,854 48
Taxes, state and local,	27,707 55
Rent and tolls paid other companies for use of their roads: .	1,669 04
South Boston, \$512 74	
Somerville, 1,156 30	
Insurance,	6,787 16
Damages for injuries to persons and property,	20,227 84
Snow expenses,	26,683 13
Office expenses, and all other expenses not included above, .	41,911 04
TOTAL EXPENSES OF OPERATING,	\$930,630 04
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$184,707 35
Interest accrued during the year,	70,885 22
Dividends declared (8 per cent.) for the year,	136,000 00
Deficit for the year,	22,177 87
Surplus at commencement of year, \$189,181 64	
Add:	
Premium on bonds sold, \$18,510 00	
Rent of roads account, 1,924 40	
Surplus at commencement of year as changed by aforesaid entries,	209,616 04
TOTAL SURPLUS SEPT. 30, 1887,	187,488 17
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	210
Open cars,	190
Horses,	1,955
Harnesses (pairs of),	488
Omnibuses,	5
Sleighs and pungs,	6
Other articles of equipment:	
226 splices, 2,199 collars, 1,312 blankets, 1,022 surcingles, 2,089 halters, 10 wagons, 1 jigger, 4 tip carts, 8 top buggies, 8 snow-levellers, 18 snow-ploughs, 45 snow- sleds, 4 sand cars, 261 car poles, 179 eveners, 261 lead bars, stable tools, track tools, office furniture and other articles of general equipment.	
Largest number of horses owned at any time during the year, .	1,955
Smallest number of horses owned at any time during the year, .	1,708
Average number of horses owned during the year,	1,869
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$1,157,182 77
Equipment,	762,772 15
Land and buildings,	882,824 08
Other property,	111,963 90
Cash and cash assets,	670,857 82
TOTAL ASSETS,	\$3,485,550 17

308 BOSTON CONSOLIDATED ST. RAILWAY. [Jan.

LIABILITIES.	
Capital stock,	\$1,700,000 00
Funded debt,	1,100,000 00
Unfunded debt,	498,112 00
Surplus,	187,438 17
TOTAL LIABILITIES,	\$3,485,550 17
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$930,630 04
Interest,	70,885 22
dividends,	136,000 00
Balance to new year,	187,438 17
	\$1,324,953 43
CR.	
By balance Sept. 30, 1886,	\$189,181 64
total income,	1,115,337 39
premium on bonds sold,	18,510 00
rent of roads account,	1,924 40
	\$1,324,953 43
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	45.245 miles.
Aggregate length of switches, sidings, etc.,	3.563 "
Total length of track, measured as single track,	48.808 "
Weight of rail per yard, and description of rail (street rail, 48 to 60 pounds; T rail, 35 pounds.)	
Description of the several lines or routes operated by the company:	
Grove Hall and Main Street; Mount Pleasant and Bunker Hill; Hampden Street and Depots; Winter Hill and Depots; Bunker Hill and Dudley Street; Everett Square and Ferry Street; Union Square and Temple Place; Columbus Avenue and Charlestown; Columbus Avenue and Post Office Square; Columbus Avenue and Depots; Columbus Avenue and Cornhill; Warren Street and Cornhill; Medford and Malden Circuit; Medford and West Medford; Mount Hope Cemetery.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:	16.232 miles.
Malden & Melrose Railroad Company,	6.760 miles.
Somerville Horse Railroad Company, . . . . .	.814 "
Metropolitan Railroad Company,	7.564 "
South Boston Railroad Company, . . . . .	.713 "
Boston & Chelsea Railroad Company, . . . . .	.381 "
	65.040 miles.
Less sidings,	3.563 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	61.477 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	3,852,058
Total number of passengers carried in the cars,	22,834,215
Total number of round trips for the year,	398,200
Number of persons regularly employed by company,	943
Rates of fare,	10, 8, & 5 cts.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	5	-	9	-	14
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

October 5, 1886. — Woman fell while getting off car in motion.

October 15. — Woman thrown forward against end of car by collision with another car.

November 27. — Woman caught her foot in floor-mat of car and was thrown down.

December 17. — Boy ran in front of horses attached to car and was knocked down.

March 27, 1887. — Man fell while attempting to alight from car while in motion.

June 13. — Man fell while getting off a car, and claims that it was in consequence of the starting of the car.

June 23. — Woman fell while alighting from a car in motion.

June 29. — Man thrown from wagon by collision with car.

July 1. — Woman struck on the forehead by brake-handle while riding on front seat of an open car.

July 4. — Man struck on knee while seats of an open car were being turned.

July 7. — Man struck by post planted in the street near track while attempting to get upon car in motion.

July 21. — Woman fell while getting off a car in motion.

July 26. — Man while getting on an open car claims to have been struck by another car.

September 8. — Man fell while getting on car in motion.

PROPER ADDRESS OF THE COMPANY.

BOSTON CONSOLIDATED STREET RAILWAY COMPANY,

NO. 27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President*, Boston, Mass. Julius E. Rugg, *General Superintendent*, Boston, Mass. John H. Studley, *Superintendent*, Boston, Mass. Moody Merrill, *Treasurer*, Boston, Mass. John H. Studley, Jr., *Assistant Treasurer*, Boston, Mass. Robert B. Fairbairn, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, John Goldthwait, Caleb Rand, S. S. Rowe, Henry Pfaff, Jacob Pfaff, Samuel Little, George W. Berry, George O. Carpenter, W. H. Kent, Moody Merrill, Nelson Bartlett, Nahum Chapin, R. B. Brigham, Donald Kennedy, Charles J. Hayden, all of Boston, Mass. James Hewins, Medfield, Mass.

CHAS. E. POWERS,
SOLOMON S. ROWE,
HENRY PFAFF,
CHAS. J. HAYDEN,
GEORGE O. CARPENTER,
SAMUEL LITTLE,
JAMES HEWINS,
MOODY MERRILL,
WILLIAM H. KENT,
JOHN GOLDTHWAIT,
NAHUM CHAPIN,
NELSON BARTLETT,

Directors.

JOHN H. STUDLEY, JR.,

Assistant Treasurer.

JULIUS E. RUGG,

General Superintendent.

JOHN H. STUDLEY,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1887. Then personally appeared Charles E. Powers, Solomon S. Rowe, Henry Pfaff, Charles J. Hayden, George O. Carpenter, Samuel Little, James Hewins, Moody Merrill, William H. Kent, John Goldthwait, Nahum Chapin, Nelson Bartlett, John H. Studley, Jr., Julius E. Rugg and John H. Studley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,

Justice of the Peace.

REPORT

OF THE

CAMBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$1,950,000 00	
Capital stock authorized by votes of company,	1,950,000 00	
Capital stock paid (par value of shares \$100),		\$1,950,000 00
Number of stockholders,	216	
DEBT.		
Funded debt, as follows:		\$750,000 00
Mortgage bonds due 1903, rate of interest 5 per cent.,	\$600,000 00	
Mortgage bonds due 1904, rate of interest 5 per cent.,	150,000 00	
Unfunded debt, as follows:		57,417 72
Unpaid taxes, 1887-88,	35,174 93	
Unpaid rentals,	3,571 60	
Sundry accounts,	18,671 19	
TOTAL GROSS DEBT,		\$807,417 72
Amount of cash assets, viz.:		69,992 51
Cash,	5,813 56	
Supplies,	35,375 15	
Debit balances,	28,803 80	
NET DEBT,		\$737,425 21
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$1,374,387 31
EQUIPMENT.		
Horses,		\$235,760 00
Cars,		292,193 00
Other articles of equipment,		105,729 57
TOTAL COST OF EQUIPMENT,		\$633,682 57
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$324,227 40
Buildings owned by company needed in operating road,		402,460 81
TOTAL COST OF LAND AND BUILDINGS,		\$726,688 21

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$2,734,758 09
Cash assets,	69,992 51
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$2,804,750 60
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 5),	\$700 00
Other equipment,	911 67
Land and buildings,	6,458 51
TOTAL ADDITION TO PROPERTY,	*\$8,070 18
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$788,874 18
Received from other railways as tolls or rent:	1,923 31
Metropolitan Railroad Company,	\$1,786 87
South Boston Railroad Company,	136 44
Received from sales of manure,	8,311 01
TOTAL EARNINGS,	\$799,108 50
Income from other sources:	3,993 75
Advertising in cars,	\$2,463 00
Barge receipts,	1,530 75
TOTAL INCOME FROM ALL SOURCES,	\$803,102 25
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$27,277 16
Repairs of cars and other vehicles, harness and horse-shoeing,	71,002 56
Repairs of buildings,	10,104 48
Renewal of horses,	34,060 70
Wages and salaries of president, treasurer, superintendent and their clerks,	18,549 05
Wages and salaries of all other persons employed in operating the road,	333,120 90
Provender,	117,512 60
Taxes, state and local,	37,698 28

* MEMORANDUM. — According to the return, as filed by the Cambridge Railroad Company, the property accounts were increased during the year \$8,070.18, — thus omitting to make any mention of the property of the Charles River Street Railway Company, which, at midnight, on Sept. 30, 1886, was purchased by or consolidated with the Cambridge Railroad Company. This property was actually carried into the accounts of the Cambridge Railroad Company at the sum of \$512,101.20; there was a credit to property account of \$23,450.44 for hay and straw, which, by error in 1886, had been carried into permanent investments, so that the net increase of property accounts for the year, instead of being \$8,070.18, as reported, should have been \$498,720.94. The reason given by the president of the Cambridge Railroad Company for not including the property of the Charles River Company, as an addition to the property account for the year, was that the Cambridge Railroad Company which existed at the beginning of the present year was not the same as the corporation of the same name which existed last year, but was an entirely new corporation formed by consolidation; that this new corporation entered upon the year holding the property of the old Cambridge and the Charles River Street Railway Companies; and that, therefore, the property of the Charles River Company cannot be said to have been added during the year. — (*Railroad Commissioners.*)

Rent and tolls paid other companies for use of their roads:	\$13,288 15
Boston Consolidated Street Railway Company,	\$561 78
Metropolitan Railroad Company,	3,625 42
Somerville Railroad Company,	8,280 00
Arlington Railroad Company,	816 00
Insurance,	4,046 28
Damages for injuries to persons and property,	14,925 90
Office expenses, and all other expenses not included above,	81,869 22
TOTAL EXPENSES OF OPERATING,	\$712,951 18
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$90,151 07
Interest accrued during the year,	37,506 08
Dividends declared (2½ per cent.) for the year,	48,750 00
Balance for the year, or surplus,	8,894 99
Surplus at commencement of year,	48,437 89
TOTAL SURPLUS SEPT. 30, 1887,	47,832 88
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	193
Open cars,	134
Horses,	1,684
Harnesses (pairs of),	522
Omnibuses,	16
Sleighs,	8
Other articles of equipment:	
31 snow-ploughs, 43 snow-sleds, 12 levellers, 7 hay-wagons,	
12 carts, 1 horse ambulance, 11 Concord wagons, 4	
carriages, 2 sweepers, 1,849 collars, 1,624 blankets,	
1,658 surcingles, 406 snow-shovels, 1,828 halters, 22	
hay-cutters, 12 horse-powers, repair-shop machinery,	
tools and office furniture.	
Largest number of horses owned at any time during the	
year,	1,714
Smallest number of horses owned at any time during the	
year,	1,645
Average number of horses owned during the year,	1,675
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$1,874,387 31
Equipment,	633,682 57
Land and buildings,	726,688 21
Cash and cash assets,	69,992 51
TOTAL ASSETS,	\$2,804,750 60
LIABILITIES.	
Capital stock,	\$1,950,000 00
Funded debt,	750,000 00
Unfunded debt,	57,417 72
Surplus,	47,832 88
TOTAL LIABILITIES,	\$2,804,750 60

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
Dr.		
To expenses,		\$712,951 18
interest,		37,506 08
dividends,		48,750 00
Balance carried forward Sept. 30, 1887,		47,332 88
		<hr/> \$846,540 14 <hr/>
Cr.		
By balance Sept. 30, 1886,		\$43,437 89
total income,		803,102 25
		<hr/> \$846,540 14 <hr/>
<hr/>		
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,	54.3279 miles.	
Aggregate length of switches, sidings, etc.,	2.4610 "	
Total length of track measured as single track,	56.7889 "	
Total length of track paved: all of main track is paved.		
Weight of rail per yard, and description of rail: 83 to 50 pounds.		
Description of the several lines or routes operated by the company:		
Harvard Square; Mount Auburn; North Avenue; Newton; Arlington; Broadway; Pearl Street; Somerville; Brighton via Allston; Brighton via Western Avenue; Brighton via Oak Square; Somerville via Inman Square; Cottage Farm; Beacon Street; Somerville via Third Street to Bowdoin Square, Boston; Harvard Square; Somerville; Eighth Street; Western Avenue to Park Square, Boston; Prospect Street; Baldwin Street; Cambridge Street; Somerville to Scollay Square, Boston; transfer car, Kirkland Street and Barry's Corner.		
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same:	8.3400 "	
Arlington Railroad Company,	1.5760 miles.	
Somerville Railroad Company,	4.6490 "	
Metropolitan Railroad Company,	1.7181 "	
Boston Consolidated Street Railway Co., . . . . .	.3969 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	62.6679 "	
<hr/>		
MILES RUN, ETC.		
Total number of miles run during the year,	2.663.503	
Total number of passengers carried in the cars,	14,918,663	
Total number of round trips for the year,	323,618	
Number of persons regularly employed by company,	600	
Rates of fare: checks, 9 and 8 cents; cash, 5 and 10 cents.		

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	2	3	2	10
Employees,	-	-	-	-	-	-
Others,	-	1	-	1	-	2

STATEMENT OF EACH ACCIDENT.

November 2, 1886. — Man stepped off moving car in front of car going in opposite direction, receiving fatal injuries.

November 24. — Collision between two heavy wagons, the pole of one being driven through side of car, injuring two women and a child.

December 8. — Woman injured by falling while alighting from car.

February 17, 1887. — Woman injured by the sudden starting of car while she was getting off.

April 2. — Lead horses became detached from snow-leveller, ran on the sidewalk, knocking down and injuring pedestrian.

April 12. — Man slightly injured by the breaking of car-step while he was riding on same.

May 10. — Hill horse, struck by passing vehicle, jumped on sidewalk, knocking woman down, breaking her leg.

June 15. — Girl had finger bruised by conductor turning over seats in open car.

July 4. — Child slightly injured by firecracker, which was thrown into open car.

July 28. — Drunken man thrown down while attempting to board a moving car.

August 8. — Paver working between the tracks slightly injured by passing car.

September 24. — Man stepped off moving car in front of car going in opposite direction, receiving fatal injuries.

PROPER ADDRESS OF THE COMPANY.

CAMBRIDGE RAILROAD COMPANY,
CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Prentiss Cummings, *President*, Brookline, Mass. William A. Bancroft, *Superintendent*, Cambridge, Mass. Franklin Perrin, *Treasurer and Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Prentiss Cummings, Brookline, Mass. Joseph H. Tyler, Winchester, Mass. Francis J. Parker, Newton, Mass. Henry F. Woods, Somerville, Mass. Charles E. Raymond, Cambridge, Mass. Edmund Reardon, Cambridge, Mass. Israel M. Spelman, Cambridge, Mass. Samuel L. Montague, Cambridge, Mass. Edwin Dresser, Cambridge, Mass. Walter S. Swan, Cambridge, Mass. Otis S. Brown, Cambridge, Mass.

PRENTISS CUMMINGS,
EDWIN DRESSER,
HENRY F. WOODS,
FRAN. J. PARKER,
WALTER S. SWAN,
EDMUND REARDON,
JOSEPH H. TYLER,

Directors.

FRANKLIN PERRIN,

Treasurer.

WM. A. BANCROFT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. CAMBRIDGE, Nov. 1, 1887. Then personally appeared Prentiss Cummings, Edwin Dresser, Henry F. Woods, Francis J. Parker, Walter S. Swan, Edmund Reardon, Joseph H. Tyler, Franklin Perrin and William A. Bancroft, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ROBERT B. EDES,

Justice of the Peace.

REPORT

OF THE

CHARLES RIVER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[At a meeting of the stockholders Sept. 14, 1886, it was voted that the Charles River Street Railway Company consolidate with the Cambridge Railroad Company, and consolidation took place on Sept. 30, 1886, in accordance with said vote.]

REVENUE FOR THE YEAR.	
Income from other sources:	\$43,957 02
Cash on hand after consolidation belonging to the Charles River Street Railway Company,	\$41,386 77
Interest received on same,	575 25
Cambridge Railroad Company, 8 months' interest on \$150,000 5 per cent. bonds,	1,875 00
Outstanding bill collected,	120 00
TOTAL INCOME FROM ALL SOURCES,	43,957 02
EXPENSES FOR THE YEAR.	
Wages and salaries of president, treasurer, superintendent and their clerks,*	\$13,182 47
Taxes, state and local,	2,266 26
Rent and tolls paid other companies for use of their roads:	1,224 64
Cambridge Railroad Company,	\$1,224 64
Office expenses, and all other expenses not included above,	783 65
TOTAL EXPENSES OF OPERATING,	\$17,457 02
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE EXPENSES,	\$26,500 00
Interest accrued during the year,	3,750 00
Dividends declared ($6\frac{1}{2}$ per cent.) for the year (division of cash in treasury),	22,750 00
Deficit at commencement of year,	10,308 77

STATEMENT OF PRESIDENT AND CLERK.

At a duly notified meeting of the stockholders of the Charles River Street Railway Company, held in Austin Hall, Cambridge, Sept. 14, 1886, it was—

Voted, That the Charles River Street Railway Company consolidate with the Cambridge Railroad Company, the Cambridge Railroad Company issuing its stock to the stockholders of the Charles River Street Railway Company

* The \$13,182.47 includes all salaries paid to the president and treasurer for their services from March 30, 1881, to Sept. 30, 1886.

318 CHARLES RIVER STREET RAILWAY. [Jan.

in exchange, share for share, the Cambridge Railroad Company assuming the bonded indebtedness of the said Charles River Street Railway Company, there being no *net* floating debt.

CHARLES E. RAYMOND,
President.
CUSHMAN E. HARDEN,
Clerk.

PROPER ADDRESS OF THE COMPANY.

CHARLES RIVER STREET RAILWAY COMPANY,
CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Raymond, *President*, Cambridge, Mass. William A. Bancroft, *Superintendent*, Cambridge, Mass. Daniel W. Chamberlin, *Treasurer*, Cambridge, Mass. Cushman E. Harden, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Raymond, Cambridge, Mass. Edmund Reardon, Cambridge, Mass. Emmons Raymond, Cambridge, Mass. Daniel U. Chamberlin, Cambridge, Mass. Samuel L. Montague, Cambridge, Mass. Andrew J. Lovell, Cambridge, Mass. Henry F. Woods, Somerville, Mass. Frederick S. Davis, Boston, Mass.

CHARLES E. RAYMOND,
EDMUND REARDON,
FRED'K S. DAVIS,
HENRY F. WOODS,
SAM'L L. MONTAGUE,
DAN'L U. CHAMBERLIN,
ANDREW J. LOVELL,
Directors.
DAN'L U. CHAMBERLIN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Dec. 12, 1887. Then personally appeared Charles E. Raymond, Edmund Reardon, Frederick S. Davis, Henry F. Woods, Samuel L. Montague, Daniel U. Chamberlin and Andrew J. Lovell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUGUSTUS C. JORDAN,
Justice of the Peace.

REPORT

OF THE

CITIZENS' STREET RAILWAY COMPANY,

FOR THE PERIOD ENDING MAY 31, 1887.

[This company was consolidated with the Worcester Street Railway Company May 31, 1887, under the name of the Worcester Consolidated Street Railway Company, in accordance with Chapter 284 of the Acts of 1887.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$100,000 00	
Capital stock authorized by votes of company, . . .	100,000 00	
Capital stock paid (par value of shares, \$100), . . .	. . .	\$100,000 00
Number of stockholders, . . .	. . . 27	
DEBT.		
Unfunded debt, as follows: . . .	. . .	\$71,490 29
Notes payable, . . .	\$60,000 00	
Accounts, . . .	11,490 29	
TOTAL GROSS DEBT, . . .	. . .	\$71,490 29
Amount of cash assets, viz.: . . .	. . .	19,845 87
Cash, . . .	\$571 00	
Debit balances, . . .	19,274 87	
NET DEBT, . . .	. . .	\$51,644 42
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying, . . .	\$90,323 17	
Interest during construction, commissions, discounts, etc., . . .	4,055 81	
Engineering, agencies, salaries and other expenses during construction, . . .	2,243 97	
TOTAL COST OF CONSTRUCTION, . . .	. . .	\$96,622 95
EQUIPMENT.		
Horses, . . .	. . .	\$18,493 00
Cars, . . .	. . .	18,893 84
Other articles of equipment, . . .	. . .	1,935 78
TOTAL COST OF EQUIPMENT, . . .	. . .	\$39,322 62
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .	. . .	\$5,020 94
Buildings owned by company needed in operating road, . . .	. . .	11,106 70
TOTAL COST OF LAND AND BUILDINGS, . . .	. . .	\$16,127 64

TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$152,073 21
Cash assets,	19,845 87
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$171,919 08
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (engineering and salaries, etc.),	\$1,180 87
New horses (number, 87),	5,648 50
New cars (number, 5),	3,174 04
Other equipment,	1,166 25
Land and buildings,	1,377 76
TOTAL ADDITION TO PROPERTY,	\$12,547 42
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$37,288 05
Received from sales of manure,	44 46
TOTAL INCOME FROM ALL SOURCES,	\$37,332 51
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$38 90
Repairs of cars and other vehicles, harness and horse-shoeing,	2,744 73
Repairs of buildings,	92 65
Renewal of horses,	582 50
Wages and salaries of president, treasurer, superintendent and their clerks,	2,042 00
Wages and salaries of all other persons employed in operating the road,	13,187 80
Provender,	8,412 24
Taxes, state and local,	23 44
Rent and tolls paid other companies for use of their roads:	1,580 00
Worcester Street Railway Company, rent of barn and office,	\$1,200 00
H. B. Verry, barn rent,	237 00
Tolls to Worcester Street Railway Company,	143 00
Insurance,	340 64
Office expenses, and all other expenses not included above,	6,693 79
TOTAL EXPENSES OF OPERATING,	\$35,738 69
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,593 82
Interest accrued during the year,	1,228 08
Dividends declared (3 per cent.) for the year,	3,000 00
Balance for the year, or deficit,	2,634 26
Surplus at commencement of year,	3,063 05
TOTAL SURPLUS MAY 31, 1887,*	428 79
INVENTORY OF EQUIPMENT, SEPTEMBER 30, 1887.	
Box cars,	14
Open cars,	9
Horses,	118
Harnesses (pairs of),	12
Other articles of equipment: 1 wagon.	
Largest number of horses owned at any time during the year,	125
Smallest number of horses owned at any time during the year,	81
Average number of horses owned during the year,	112

* Consolidated with Worcester Street Railway Company.

General Balance Sheet May 31, 1887.

ASSETS.		
Construction,		\$96,622 95
Equipment,		89,322 62
Land and buildings,		16,127 64
Cash and cash assets,		19,845 87
TOTAL ASSETS,		\$171,919 08
LIABILITIES.		
Capital stock,		\$100,000 00
Unfunded debt,		71,490 29
Surplus,		428 79
TOTAL LIABILITIES,		\$171,919 08

Copy of Profit and Loss Account for the Period ending May 31, 1887.

DR.		
To expenses,		\$35,738 69
Interest,		1,228 08
dividends,		8,000 00
Balance May 31, 1887,		428 79
		\$40,395 56
CR.		
By balance Sept. 30, 1886,		\$3,063 05
total income,		87,332 51
		\$40,395 56

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	6.595 miles.
Aggregate length of switches, sidings, etc., . . . . .	.632 "
Total length of track, measured as single track,	7.227 "
Total length of track paved,	7.227 "
Weight of rail per yard and description of rail (36 pounds, steel).	
Description of the several lines or routes operated by the Company:	
West side line, from Park Avenue to Union Depot via Pleasant and Front Streets; from Highland Avenue to Union Depot via Agricultural, Cedar, West, Pleasant and Front Streets; South Worcester, from North Street to Auburn Square via Grove, Saulsbury, Main and Southbridge Streets; Quinsigamond line, from Main Street to Quinsigamond Village via Front, Trumbull, Green and Millbury Streets.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	2.282
Total length of railway measured as single track, not including sidings, etc., operated by this company,	8.877

MILES RUN, ETC.	
Total number of miles run during year,	136,827
Total number of passengers carried in the cars,	771,303
Total number of round trips for the year,	29,803
Number of persons regularly employed by company,	46
Rates of fare: 5 cents, and 3 cents children.	

PROPER ADDRESS OF THE COMPANY.
 CITIZENS' STREET RAILWAY COMPANY,
 WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles B. Pratt, *President*, Worcester, Mass. John N. Akarman, *Superintendent*, Worcester, Mass. H. S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles B. Pratt, Worcester, Mass. N. S. Liscomb, Worcester, Mass. H. Fobes, Worcester, Mass. H. S. Pratt, Worcester, Mass. H. S. Seeley, Worcester, Mass. G. H. Seeley, New York, N. Y.

CHAS. B. PRATT,
 H. S. SEELEY,
 N. S. LISCOMB,
 HIRAM FOBES,
Directors.
 H. S. SEELEY,
Treasurer.
 JOHN N. AKARMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Oct. 31, 1887. Then personally appeared Charles B. Pratt, H. S. Seeley, N. S. Liscomb, Hiram Fobes and John N. Akarman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. H. WAITE,
Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.*

[Formerly Stoneham Street Railroad Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$800,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock paid (par value of shares, \$100),		\$200,000 00
Number of stockholders,	51	
DEBT.		
Unfunded debt, as follows:		\$131,250 24
Current bills and open accounts,	\$57,307 32	
Notes payable,	73,557 50	
Outstanding tickets,	385 42	
Amount of cash assets, viz.:		7,070 00
Cash,	3,598 74	
Supplies,	1,461 24	
Debit balances,	2,010 02	
NET DEBT,		\$124,180 24
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including timber, rails, etc., and laying,	\$207,928 61	
Interest during construction, commissions, discounts, etc.,	2,144 35	
Engineering, agencies, salaries, and other expenses during construction,	2,349 98	
TOTAL COST OF CONSTRUCTION,		\$212,422 94
EQUIPMENT.		
Horses,		\$24,984 59
Cars,		42,479 10
Other articles of equipment,		6,294 08
TOTAL COST OF EQUIPMENT,		\$73,757 77

* Whole road in operation Aug. 27, 1887.

324 EAST MIDDLESEX STREET RAILWAY. [Jan.

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$13,497 45
Buildings owned by company needed in operating road, . . .	43,569 32
TOTAL COST OF LAND AND BUILDINGS,	\$57,066 77
TOTAL PERMANENT INVESTMENTS,	\$343,247 48
Cash assets,	7,070 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$350,317 48
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of new and reconstruction of old tracks (number of feet, 70,701.4),	\$178,822 94
New horses (number, 132),	21,483 50
New cars (number, 46),	37,879 10
Other equipment,	5,105 31
Land and buildings,	52,007 94
TOTAL ADDITION TO PROPERTY,	\$295,298 79
Property sold or reduced in valuation on the books, viz.: . . .	470 00
Horses,	\$470 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$294,828 79
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$24,784 16
Received from mails and express,	210 00
Received from sales of manure,	309 02
TOTAL EARNINGS,	\$25,333 18
Income from other sources:	298 10
Rent,	\$97 20
Interest,	193 40
Sale of oil barrels,	7 50
TOTAL INCOME FROM ALL SOURCES,	\$25,631 28
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$2,062 72
Repairs of cars and other vehicles, harness and horse-shoeing,	1,283 91
Repairs of buildings,	98 51
Renewal of horses,	520 00
Wages and salaries of president, treasurer, superintendent and their clerks,	1,818 12
Wages and salaries of all other persons employed in operating the road,	9,107 30
Provender,	4,463 18
Taxes, state and local,	623 27
Rent and tolls paid other companies for use of their roads: . .	43 54
North Woburn Street Railroad Company,	\$13 69
Lynn and Boston Railroad Company,	18 24
Boston Consolidated Street Railway Company,	11 61
Insurance,	427 63
Damages for injuries to persons and property,	5 50
Office expenses, and all other expenses not included above, . .	2,840 64
TOTAL EXPENSES OF OPERATING,	\$23,294 33

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,336 96
Dividends declared (3 per cent.) for the year on \$33,000, capital stock,	990 00
Balance for the year, or surplus,	\$1,346 96
Surplus at commencement of year,	\$16,425 84
Deduct: Sundry liabilities not entered in last report,	617 54
	\$15,808 30
Add:	
Sundry assets not entered in last report, \$1,711 98	
Premiums on sale of stock at auction,	200 00
	1,911 98
Surplus at commencement of year as changed by aforesaid entries,	17,720 28
TOTAL SURPLUS, SEPT. 30, 1887,	\$19,067 24
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	23
Open cars,	84
Horses,	158
Harnesses (pairs of),	52
Omnibuses,	1
Sleighs,	2
Other articles of equipment:	
1 snow-plow, 1 snow-sled, 1 watering car, 3 wagons, 2 buggies, 2 water motors, 1 horse-power, 8 tow harnesses, 2 express harnesses, 1 buggy harness, stable and office furniture.	
Largest number of horses owned at any time during the year,	161
Smallest number of horses owned at any time during the year,	29
Average number of horses owned during the year,	80
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$212,422 94
Equipment,	73,757 77
Land and buildings,	57,066 77
Cash and cash assets,	7,070 00
TOTAL ASSETS,	\$350,817 48
LIABILITIES.	
Capital stock,	\$200,000 00
Unfunded debt,	131,250 24
Surplus,	19,067 24
TOTAL LIABILITIES,	\$350,817 48

326 EAST MIDDLESEX STREET RAILWAY. [Jan.

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
Dr.	
To expenses,	\$23,294 32
dividends,	990 00
sundry liabilities not entered in last report,	617 54
Balance carried forward Sept. 30, 1887,	19,067 24
	\$43,969 10
Cr.	
By balance Sept. 30, 1886,	\$16,425 84
total income,	25,631 28
sundry assets not entered in last report,	1,711 98
premiums on sale of stock at auction,	200 00
	\$43,969 10
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	14.9160 miles.
Aggregate length of switches, sidings, etc., . . . . .	.8643 "
Total length of track, measured as single track,	15.7803 "
Total length of track paved,	12.2160 "
Weight of rail per yard, and description of rail: 35 pounds T, 35 pounds flat, 35 pounds imported Richards.	
Description of the several lines or routes operated by the company:—	
From Woburn, by way of Main, Salem, Pine, Orange and Central Streets, Montvale Avenue and Main Street, to Stoneham Square, thence by way of Franklin, Green and Main Streets, through Melrose to junction Ferry and Walnut Streets, in Malden.	
From Western Division Boston & Maine depot, in Malden, by way of Salem, Beach, Lawrence and Salem Streets, in Malden and Revere, and by way of Lincoln Avenue, in Saugus, to a junction with Lynn & Boston Railroad at Cliftondale (Saugus).	
From corner Beach and Lawrence Streets, in Malden, to Atlantic House, Revere Beach.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same:	1.6850 "
From junction of Main and Salem Streets, in Woburn, to a point in front of the Common in same, on track of North Woburn Street Railroad Company,	
From Western Division Boston & Maine depot, in Malden, to a point in front of City Hall, in same, on track of Boston Consolidated Street Railway Company,	
From junction of Broadway and Revere Streets, in Revere, to the Atlantic House at Revere Beach, on track of Lynn & Boston Railroad Company,	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	16.6010 "
MILES RUN, ETC.	
Total number of miles run during the year,	86,992
Total number of passengers carried in the cars,	347,297
Total number of round trips for the year,	15,984

Number of persons regularly employed by company, . . .
 Rates of fare:—

53

From Woburn to Stoneham, 8 cents; half, 5 cents. From Melrose to Malden, 5 cents. From Malden to Cliftondale, 8 cents. From Malden to Revere Beach, 10 cents. From Stoneham to Melrose Highlands, local fares, 10 cents cash; 5 cents, half; three tickets, 25 cents; way tickets, fifteen for 50 cents; workingmen's tickets, ten for 50 cents; fifty rides for \$2.50. From Stoneham to Boston (in conjunction with Boston & Maine Railroad), single ticket, 25 cents; half, 13 cents; ten rides, \$1.70; one hundred rides, \$11.50.

PROPER ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,
 35 CONGRESS STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Nathan E. Morton, *Superintendent*, Malden, Mass. Frank H. Monks, *Treasurer and Clerk of Corporation*, Brookline, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Phillip A. Chase, Lynn, Mass. Lyman Dike, Stoneham, Mass. Benjamin Hinckley, Woburn, Mass. David H. Sweetser, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Frank H. Monks, Brookline, Mass.

AMOS F. BREED,
 PHILIP A. CHASE,
 DAVID H. SWEETSER,
 BENJ. HINCKLEY,
 ELWIN C. FOSTER,
 FRANK H. MONKS,

Directors.

FRANK H. MONKS,

Treasurer.

NATHAN E. MORTON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 15, 1887. Then personally appeared Amos F. Breed, Phillip A. Chase, David H. Sweetser, Benjamin Hinckley, Elwin C. Foster, Frank H. Monks and Nathan E. Morton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GRENVILLE H. NORCROSS,

Justice of the Peace.

REPORT

OF THE

FITCHBURG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock paid (par value of shares, \$100),		\$60,000 00
Number of stockholders,	22	
DEBT.		
Unfunded debt, as follows:		\$11,929 63
Notes payable,	\$11,000 00	
Outstanding tickets,	807 06	
Accrued interest,	122 56	
TOTAL GROSS DEBT,		\$11,929 63
Amount of cash assets, viz.:		3,478 51
Cash,	\$2,281 04	
Supplies,	505 78	
Debit balances,	601 69	
NET DEBT,		\$8,451 11
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$53,732 66	
TOTAL COST OF CONSTRUCTION,		\$53,732 66
EQUIPMENT.		
Horses,		\$6,660 63
Cars,		6,000 00
Other articles of equipment,		1,781 79
TOTAL COST OF EQUIPMENT,		\$14,442 43
LAND AND BUILDINGS.		
Buildings owned by company needed in operating road,		\$5,557 78
TOTAL COST OF LAND AND BUILDINGS,		5,557 78
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		78,732 86
Cash assets,		3,478 51
TOTAL PROPERTY AND ASSETS OF COMPANY,		77,211 37
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 4,208),		\$4,130 39
New horses (number, 22),		3,264 83

New cars (number, 2),	1,836 24
Other equipment,	1,468 16
Building,	1,272 20
TOTAL ADDITION TO PROPERTY,	\$11,471 82
Property sold or reduced in valuation on the books, viz.:	
Equipment (charged off), \$300 00	
Cars (charged off), 650 91	
Horses (charged off), 660 00	
Horses (12 sold), 1,340 00	
	2,950 91
NET ADDITION TO PROPERTY FOR THE YEAR,	\$8,520 91
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$25,077 35
Received from sales of manure,	162 11
TOTAL EARNINGS,	\$25,239 46
Income from other sources:	192 80
Advertising, \$192 80	
TOTAL INCOME FROM ALL SOURCES,	\$25,431 76
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$678 06
Repairs of cars and other vehicles, harness and horse-shoeing,	1,075 20
Repairs of buildings,	124 80
Wages and salaries of president, treasurer, superintendent and their clerks,	1,904 19
Wages and salaries of all other persons employed in operating the road,	8,154 02
Provender,	8,745 70
Taxes, state and local,	171 97
Insurance,	148 00
Damages for injuries to persons and property,	871 40
Office expenses, and all other expenses not included above,	2,309 50
TOTAL EXPENSES OF OPERATING,	\$19,182 84
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$6,249 42
Interest accrued during the year,	122 56
Dividends declared (4 per cent.) for the year,	2,400 00
Balance for the year, or surplus,	3,726 86
Surplus at commencement of year, \$3,165 80	
Deduct:	
Charged profit and loss, depreciation equipment, \$300 00	
Charged profit and loss, depreciation cars, 650 91	
Charged profit and loss, depreciation horses, 660 00	
Surplus at commencement of year as changed by aforesaid entries,	1,554 89
TOTAL SURPLUS SEPT. 30, 1887,	5,281 75
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	5
Open cars,	4
Horses,	43
Harnesses (pairs of),	15

Harnesses (single),	2
Other articles of equipment :	
Snow plow,	1
Snow leveller,	1
Snow sleds,	2
Herdic,	1
Cart,	1
Wagon,	1
Stable and office furniture, halters, blankets, etc.	
Largest number of horses owned at any time during the year,	44
Smallest number of horses owned at any time during the year,	32
Average number of horses owned during the year, . . .	36½+
<hr/>	
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$53,732 66
Equipment,	14,442 42
Buildings,	5,557 78
Cash and cash assets,	3,478 51
TOTAL ASSETS,	\$77,211 37
LIABILITIES.	
Capital stock,	\$60,000 00
Unfunded debt,	11,929 62
Surplus,	5,281 75
TOTAL LIABILITIES,	\$77,211 37
<hr/>	
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$19,182 34
interest,	122 56
dividends,	2,400 00
depreciation,	1,610 91
Balance carried forward Sept. 30, 1887,	5,281 75
	\$28,597 56
CR.	
By balance Sept. 30, 1886,	\$3,165 80
total income,	25,431 76
	\$28,597 56
<hr/>	
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.109 miles.
Aggregate length of switches, sidings, etc., . . . . .	.163 "
Total length of track, measured as single track,	4.272 "
Total length of track paved,	2.389 "
Weight of rail per yard, and description of rail: Tram rail, 35 pounds; T rail, 30 pounds.	

Description of the several lines or routes operated by the company: Fitchburg Park to Sanborn Road.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	4.109 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	84 918
Total number of passengers carried in the cars,	418,707
Total number of round trips for the year:	17,625
Local,	8,022
W. Fitchburg,	8,888
Goodrich St. to Park,	715
Number of persons regularly employed by company,	23
Rates of fare,	5 to 8 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	12	1	12
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

On the fourth day of July an accident occurred by which one person was killed outright and twelve injured.

An open car, crowded with passengers, had just started down a five per cent. grade on Summer Street, when, from some unaccountable reason, a sudden panic seized the passengers, some of whom cried, "The car has got away!" and "Jump for your lives!" About one-third to one-half of the number did jump, or were pushed by others from this car, and a few from the car ahead of it, with the serious results above stated.

The car was stopped before it reached the foot of the grade, and the whole distance run from the top of the grade to the point where the car stopped was about seven hundred feet.

No one remaining upon the car was injured, and all would have gone to their destination safely if they had remained upon the cars, as there was no break of anything connected with the car, and no loss of control of the horses.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry A. Willis, *President*; Herbert I. Wallace, *Vice-President*; Wesley W. Sargent, *Superintendent*; Benjamin F. Wallis, *Treasurer*; Harris C. Hartwell, *Clerk of Corporation*, — all of Fitchburg, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Willis, Harris C. Hartwell, George H. Spencer, Herbert I. Wallace, George W. Weymouth, James Phillips, Jr., Edgar F. Belding, all of Fitchburg, Mass.

HENRY A. WILLIS,
HERBERT I. WALLACE,
HARRIS C. HARTWELL,
GEO. H. SPENCER,

Directors.

BENJAMIN F. WALLIS,

Treasurer.

WESLEY W. SARGENT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1887. Then personally appeared Henry A. Willis, Herbert I. Wallace, Harris C. Hartwell, George H. Spencer, Benjamin F. Wallis, and Wesley W. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILBUR B. TENNEY,

Justice of the Peace.

REPORT

OF THE

GLOUCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock paid (par value of shares, \$100),		\$60,000 00
Number of stockholders,	11	
DEBT.		
Funded debt, as follows:		\$34,000 00
Mortgage bonds due April 1, 1907, rate of interest 5 per cent.,	\$34,000 00	
Unfunded debt, as follows:		96 00
Accounts,	96 00	
TOTAL GROSS DEBT,		\$34,096 00
Amount of cash assets, viz.:		2,546 62
Cash,	\$2,119 12	
Supplies,	266 52	
Debit balances,	160 98	
NET DEBT,		\$31,549 38
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$11,028 24	
Track, including timber, rails, etc., and laying,	28,688 47	
Interest during construction, commissions, discounts, etc.,	3,249 99	
Engineering, agencies, salaries, and other expenses during construction,	1,275 11	
TOTAL COST OF CONSTRUCTION,		\$44,191 81
EQUIPMENT.		
Horses,		\$15,200 00
Cars,		9,644 00
Other articles of equipment,		3,105 95
TOTAL COST OF EQUIPMENT,		\$27,949 95
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,615 00
Buildings owned by company needed in operating road,		15,723 04
TOTAL COST OF LAND AND BUILDINGS,		\$17,338 04

TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$89,479 80
Cash assets,	2,546 62
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$92,026 42
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 2,354),	\$7,280 97
New cars (number, 2),	1,894 00
Other equipment,	762 75
Land and buildings,	1,362 98
TOTAL ADDITION TO PROPERTY,	\$11,300 70
Property sold or reduced in valuation on the books, viz.:	3,272 70
Horse sold,	\$418 70
Horses reduced in valuation,	2,854 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$8,028 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$32,286 84
Received from sales of manure,	300 50
TOTAL EARNINGS,	\$32,587 34
Income from other sources:	787 25
Advertising,	\$150 00
Hire of teams, etc.,	127 25
Premium on bonds,	510 00
TOTAL INCOME FROM ALL SOURCES,	\$33,374 59
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,630 51
Repairs of cars and other vehicles, harness and horse-shoeing,	2,284 87
Wages and salaries of president, treasurer, superintendent and their clerks,	1,577 49
Wages and salaries of all other persons employed in operating the road,	15,234 73
Provender,	7,699 83
Taxes, state and local,	1,039 59
Insurance,	229 12
Damages for injuries to persons and property,	19 00
Office expenses, and all other expenses not included above,	2,378 70
TOTAL EXPENSES OF OPERATING,	\$32,093 84
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,280 75
Interest accrued during the year,	1,194 57
Balance for the year, or surplus,	86 18
Surplus at commencement of year,	\$2,498 24
Deduct:	
Dividend declared (3 per cent.),	1,800 00
Reduction of horses,	2,854 00
Deficit at commencement of year as changed by aforesaid entries,	2,155 76
TOTAL DEFICIT SEPT. 30, 1887,	\$2,069 58

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box-cars,	6
Open cars,	7
Horses,	76
Harnesses (pairs of),	45
Other articles of equipment:	
1 freight car, 1 express wagon, 1 tip cart, 1 Concord wagon,	
1 snow plough, 1 sleigh, 1 buggy, tools, furniture, etc.	
Largest number of horses owned at any time during the year,	92
Smallest number of horses owned at any time during the year,	76
Average number of horses owned during the year,	82

General Balance Sheet Sept. 30, 1887.

ASSETS.

Construction,	\$44,191 81
Equipment,	27,949 95
Land and buildings,	17,338 04
Cash and cash assets,	2,546 62
Deficit,	2,069 58

TOTAL ASSETS, \$94,096 00

LIABILITIES.

Capital stock,	\$60,000 00
Funded debt,	34,000 00
Unfunded debt,	96 00

TOTAL LIABILITIES, \$94,096 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

DR.

To balance Sept. 30, 1886,	\$355 76
expenses,	32,093 84
interest,	1,194 57
dividends,	1,800 00

\$35,444 17

CR.

By total income,	\$33,374 59
Balance carried forward Sept. 30, 1887,	2,069 58

\$35,444 17

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	4.14 miles.
Aggregate length of switches, sidings, etc., . . . . .	.37 "
Total length of track, measured as single track,	4.51 "
Total length of track paved,	3.08 "
Weight of rail per yard and description of rail (38, 35 and 25 pounds).	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	4.14 "

MILES RUN, ETC.	
Total number of miles run during the year,	123,685
Total number of passengers carried in the cars,	611,123
Total number of round trips for the year,	20,324
Number of persons regularly employed by company,	33
Rates of fare,	5 and 6 cents.

PROPER ADDRESS OF THE COMPANY.

GLOUCESTER STREET RAILWAY COMPANY,
GLOUCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Morris C. Fitch, *President*, Gloucester, Mass. William A. Strangman, *Superintendent*, Gloucester, Mass. F. W. Homans, *Treasurer*, Gloucester, Mass. David S. Presson, *Clerk of Corporation*, Gloucester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Morris C. Fitch, Gloucester, Mass. F. W. Homans, Gloucester, Mass. Thomas Hodge, Gloucester, Mass. W. A. Homans, Jr., Gloucester, Mass. David S. Presson, Gloucester, Mass. Walter A. Jones, West Troy, N. Y. Harrison O. Flint, Salem, Mass. J. P. Langmaid, Salem, Mass. J. H. Lewis, Boston, Mass. Henry Souther, South Boston, Mass. J. C. Brock, New Bedford, Mass.

MORRIS C. FITCH,
F. W. HOMANS,
THOMAS HODGE,
W. A. HOMANS, JR.,
D. S. PRESSON,
H. O. FLINT,
J. P. LANGMAID,
Directors.
F. W. HOMANS,
Treasurer.
WM. A. STRANGMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. GLOUCESTER, Nov. 7, 1887. Then personally appeared M. C. Fitch, F. W. Homans, Thomas Hodge, W. A. Homans, Jr. and D. S. Presson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AARON PARSONS,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$144,000 00
Capital stock authorized by votes of company,	144,000 00
Capital stock paid (par value of shares, \$100),	144,000 00
Number of stockholders, 68	
DEBT.	
Unfunded debt, as follows:	
Bills payable,	\$6,500 00
TOTAL GROSS DEBT,	6,500 00
Amount of cash assets, viz.:	1,239 06
Cash, \$1,239 06	
NET DEBT,	\$5,260 94
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving and track, including timber, rails, etc., and laying,	\$71,884 33
Engineering, agencies, salaries, and other expenses during construction,	1,520 00
TOTAL COST OF CONSTRUCTION,	\$73,404 33
EQUIPMENT.	
Horses,	\$13,519 75
Cars,	22,385 00
Other articles of equipment,	8,665 01
TOTAL COST OF EQUIPMENT,	\$44,569 76
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$8,475 00
Buildings owned by company needed in operating road,	17,575 69
TOTAL COST OF LAND AND BUILDINGS,	\$26,050 69
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$144,024 78
Cash assets,	1,239 06
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$145,263 84

338 HAVERHILL & GROVELAND ST. RAILWAY. [Jan.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$2,882 88
New cars (number, 2 second-hand),	559 00
Other equipment,	4,529 63
Land and buildings,	2,431 69
TOTAL ADDITION TO PROPERTY,	\$10,403 20
Property sold or reduced in valuation on the books, viz.: . .	10,160 75
Equipment, \$1,700 00	
Horses, 5,860 75	
Real estate sold, 2,600 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$242 45
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$51,422 97
Received from sales of manure,	543 60
TOTAL EARNINGS,	\$51,966 47
Income from other sources:	697 60
Rents, \$377 50	
Advertising in cars, 320 00	
TOTAL INCOME FROM ALL SOURCES,	\$52,663 97
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$4,580 74
Repairs of cars and other vehicles, harness and horse-shoeing,	5,750 21
Repairs of buildings,	652 21
Renewal of horses,	1,390 75
Wages and salaries of president, treasurer, superintendent and their clerks,	2,350 00
Wages and salaries of all other persons employed in operating the road,	22,597 71
Provender,	13,030 49
Taxes, state and local,	469 24
Insurance,	262 42
Damages for injuries to persons and property,	10 25
Office expenses, and all other expenses not included above, . .	3,071 84
TOTAL EXPENSES OF OPERATING,	\$54,163 86
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT,	\$1,501 89
Interest accrued during the year,	1,477 76
Balance for the year, deficit,	2,979 65
Surplus at commencement of year, \$1,563 49	
Deduct: Shrinkage for year, 3,820 00	
Deficit at commencement of year as changed by aforesaid entries,	2,256 51
TOTAL DEFICIT, SEPT. 30, 1887,	5,236 16
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	21
Open cars,	17
Horses,	106
Harnesses (pairs of),	50
Omnibuses,	1

Sleighs,	4
Other articles of equipment:	
Four snow-plows, 2 snow-levellers, 2 safes and other furniture, etc., 1 windmill.	
Largest number of horses owned at any time during the year,	131
Smallest number of horses owned at any time during the year,	106
Average number of horses owned during the year,	120

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$73,404 38
Equipment,	44,569 76
Land and buildings,	26,050 69
Cash and cash assets,	1,289 06
Deficit balance,	5,236 16
TOTAL ASSETS,	\$150,500 00
LIABILITIES.	
Capital stock,	\$144,000 00
Unfunded debt,	6,500 00
TOTAL LIABILITIES,	\$150,500 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

Dr.	
To expenses,	\$54,165 86
Interest,	1,477 76
shrinkage on horses,	2,120 00
shrinkage on equipment,	1,700 00
	\$59,463 62
Cr.	
By balance Sept. 30, 1886,	\$1,563 49
total income,	52,663 97
Balance carried forward Sept. 30, 1887,	5,236 16
	\$59,463 62

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	12.558 miles.
Aggregate length of switches, sidings, etc.,	1.306 "
Total length of track, measured as single track,	13.864 "
Total length of track paved,	6.431 "
Weight of rail per yard, and description of rail: 30 pounds T and 35 pounds flat.	
Description of the several lines or routes operated by the company:	
Haverhill depot to West Newbury.	
Haverhill depot to Bradford.	
Haverhill depot to Mount Washington.	
Haverhill depot to Dustin Square.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	12.558 miles.

340 HAVERHILL & GROVELAND ST. RAILWAY. [Jan.

MILES RUN, ETC.	
Total number of miles run during the year,	174,881
Total number of passengers carried in the cars,	829,294
Total number of round trips for the year,	30,071
Number of persons regularly employed by company,	38
Rates of fare: Ticket fares, 5, 7½ and 12½ cents; cash, 6, 10 and 15 cents; half-fares, 3, 5 and 8 cents.	

PROPER ADDRESS OF THE COMPANY.

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,
No. 3 WATER STREET, HAVERHILL, MASS.

NAME AND RESIDENCE OF OFFICERS.

Jackson B. Swett, *President*, Haverhill, Mass. John A. Colby, *Treasurer and Clerk of Corporation*, Haverhill, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jackson B. Swett, Haverhill, Mass. Levi Taylor, Haverhill, Mass. Ira A. Abbott, Haverhill, Mass. Ira O. Sawyer, Haverhill, Mass. John A. Gale, Haverhill, Mass. Wm. H. Smiley, Haverhill, Mass. John A. Colby, Haverhill, Mass.

JACKSON B. SWETT,
IRA A. ABBOTT,
IRA O. SAWYER,
JOHN A. GALE,
WM. H. SMILEY,
JOHN A. COLBY,

Directors.

JOHN A. COLBY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Oct. 24, 1887. Then personally appeared Jackson B. Swett, Ira A. Abbott, Ira O. Sawyer, John A. Gale, Wm. H. Smiley and John A. Colby, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD G. FROTHINGHAM,

Justice of the Peace.

REPORT OF THE HOLYOKE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$25,000 00		
Capital stock authorized by votes of company,	25,000 00		
Capital stock paid (par value of shares, \$100),		\$25,000 00	
Number of stockholders,	45		
DEBT.			
Unfunded debt, as follows:		\$24,000 00	
Notes,	\$24,000 00		
TOTAL GROSS DEBT,		24,000 00	
Amount of cash assets, viz.:		1,487 01	
Cash,	1,846 61		
Supplies,	140 40		
NET DEBT,		\$22,512 99	
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	\$5,116 35		
Track, including timber, rails, etc., and laying,	22,910 09		
TOTAL COST OF CONSTRUCTION,		\$28,026 44	
EQUIPMENT.			
Horses,		\$8,720 00	
Cars,		10,618 60	
Other articles of equipment,		2,084 54	
TOTAL COST OF EQUIPMENT,		\$21,418 14	
LAND AND BUILDINGS.			
Buildings owned by company needed in operating road,		\$820 46	
TOTAL COST OF LAND AND BUILDINGS,		820 46	
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$50,265 04	
Cash assets,		1,487 01	
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$51,752 05	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.			
Extension of tracks (number of feet, 4,480),		\$4,606 25	
New horses (number, 11),		2,205 00	
New cars (number, 5),		3,836 80	

Other equipment,	\$12 25
Land and buildings,	244 26
TOTAL ADDITION TO PROPERTY,	\$10,904 56
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$25,460 41
Received from sales of manure,	274 87
TOTAL EARNINGS,	\$25,735 28
Income from other sources:	
Advertising, \$149 00	
Hay scales, 54 40	
	203 40
TOTAL INCOME FROM ALL SOURCES,	\$25,938 68
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,598 70
Repairs of cars and other vehicles, harness and horse-shoeing,	1,968 98
Repairs of buildings,	180 34
Renewal of horses,	545 00
Wages and salaries of president, treasurer, superintendent and their clerks,	1,175 00
Wages and salaries of all other persons employed in operating the road,	10,505 27
Providence,	5,650 99
Taxes, state and local,	299 73
Insurance,	134 98
Office expenses, and all other expenses not included above,	1,386 67
TOTAL EXPENSES OF OPERATING,	\$23,445 66
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,493 02
Interest accrued during the year,	489 14
Dividends declared (4 per cent.) for the year,	1,000 00
Balance for the year, or surplus,	1,003 88
Surplus at commencement of year,	1,748 17
TOTAL SURPLUS SEPT. 30, 1887,	2,752 05
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	9
Open cars,	6
Horses,	54
Harnesses (pairs of),	13
Other articles of equipment: Snow plow,	1
Largest number of horses owned at any time during the year,	55
Smallest number of horses owned at any time during the year,	43
Average number of horses owned during the year,	49
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$28,026 44
Equipment,	21,418 14
Land and buildings,	820 46
Cash and cash assets,	1,487 01
TOTAL ASSETS,	\$51,752 05

LIABILITIES.	
Capital stock,	\$25,000 00
Unfunded debt,	24,000 00
Surplus,	2,752 05
TOTAL LIABILITIES,	\$51,752 05

**Copy of Profit and Loss Account for the Year ending
Sept. 30, 1887.**

Dr.	
To expenses,	\$23,445 66
Interest,	489 14
dividends,	1,000 00
Balance carried forward Sept. 30, 1887,	2,752 05
	\$27,686 85
Cr.	
By balance Sept. 30, 1886,	\$1,748 17
total income,	25,938 68
	\$27,686 85

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	3.580 miles.
Aggregate length of switches, sidings, etc., . . . . .	.829 "
Total length of track, measured as single track,	4.409 "
Total length of track paved,	2.856 "
Weight of rail per yard, and description of rail: 35 pounds.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.580 "

MILES RUN, ETC.

Total number of miles run during the year,	101,299
Total number of passengers carried in the cars,	491,905
Total number of round trips for the year,	22,123
Number of persons regularly employed by company,	24
Rates of fare,	7 and 5 cents.

PROPER ADDRESS OF THE COMPANY.

**HOLYOKE STREET RAILWAY COMPANY,
HOLYOKE, MASS.**

NAME AND RESIDENCE OF OFFICERS.

William A. Chase, President; H. M. Smith, Superintendent; C. Fayette Smith, Treasurer; W. H. Brooks, Clerk of Corporation,—all of Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Chase, George E. Dudley, F. P. Goodall, Charles B. Prescott, J. A. Sullivan, G. H. Smith, all of Holyoke, Mass. Hiram Smith, South Hadley, Mass.

WM. A. CHASE,
C. B. PRESCOTT,
G. H. SMITH,
J. A. SULLIVAN,
GEO. E. DUDLEY,
HIRAM SMITH,
F. P. GOODALL,

Directors.

C. FAYETTE SMITH,

Treasurer.

H. M. SMITH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. HOLYOKE, Oct. 24, 1887. Then personally appeared William A. Chase, C. B. Prescott, G. H. Smith, J. A. Sullivan, George E. Dudley, Hiram Smith, F. P. Goodall, directors, and C. Fayette Smith, treasurer, and H. M. Smith, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALBION F. HITCHCOCK,

Notary Public.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),		\$50,000 00
Number of stockholders,	8	
DEBT.		
Funded debt, as follows:		\$50,000 00
Mortgage bonds, due 1906; rate of interest, 6 per cent.		
Unfunded debt, as follows:		22,449 86
Accounts payable,	\$1,189 86	
Notes payable,	17,500 00	
Interest payable,	3,760 00	
TOTAL GROSS DEBT,		\$72,449 86
Amount of cash assets, viz.:		1,178 56
Cash,	\$1,178 56	
NET DEBT,		\$71,271 30
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$94,217 15
EQUIPMENT.		
Horses,		\$4,550 00
Cars,		5,500 00
Other articles of equipment,		7,322 71
TOTAL COST OF EQUIPMENT,		\$17,372 71
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$8,600 00
Buildings owned by company needed in operating road,		3,500 00
TOTAL COST OF LAND AND BUILDINGS,		\$7,100 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$118,689 86
Cash assets,		1,178 56
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$119,868 42
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$20,256 84
New horses,		1,060 00

New cars,	\$1,240 00
Other equipment,	2,218 71
Land and buildings,	3,000 00
TOTAL ADDITION TO PROPERTY,	\$27,775 55
Property sold or reduced in valuation on the books, viz.:	2,610 00
Horses sold,	\$410 00
Car sold,	2,200 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$25,165 55
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$17,395 76
Received from mails and express,	94 08
Received from sales of manure,	148 16
TOTAL EARNINGS,	17,638 00
Income from other sources:	138 71
Advertising,	\$86 74
Other sources,	51 97
TOTAL INCOME FROM ALL SOURCES,	\$17,776 71
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$2,718 83
Repairs of cars and other vehicles, harness and horse-shoeing,	927 96
Wages and salaries of all other persons employed in operating the road,	6,819 83
Provender,	3,811 34
Taxes, state and local,	126 91
Insurance,	178 25
Damages for injuries to persons and property,	128 00
Office expenses, and all other expenses not included above,	1,365 03
TOTAL EXPENSES OF OPERATING,	\$16,076 15
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT,	\$1,700 56
Interest accrued during the year,	4,282 00
Balance for the year, or deficit,	2,581 44
TOTAL DEFICIT SEPT. 30, 1887,	2,581 44
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	8
Horses,	31
Harnesses (pairs of),	16
Other articles of equipment:	
2 motors, 1 snow-scraper, 1 wagon, 8 registers.	
Largest number of horses owned at any time during the year,	32
Smallest number of horses owned at any time during the year,	22
Average number of horses owned during the year,	26
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$94,217 15
Equipment,	17,372 71
Land and buildings,	7,100 00
Cash and cash assets,	1,178 56
Deficit,	2,581 44
TOTAL ASSETS,	\$122,449 86

LIABILITIES.		
Capital stock,		\$50,000 00
Funded debt,		50,000 00
Unfunded debt,		22,449 86
TOTAL LIABILITIES,		\$122,449 86
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
DR.		
To expenses,		\$16,076 15
Interest,		4,282 00
		\$20,358 15
CR.		
By total income,		\$17,776 71
Balance carried forward Sept. 30, 1887,		2,581 44
		\$20,358 15
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		5.953 miles.
Aggregate length of switches, sidings, etc., . . . . .		.211 "
Total length of track, measured as single track,		6.164 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,		5.953 "
MILES RUN, ETC.		
Total number of miles run during the year,		70,080
Total number of passengers carried in the cars,		347,294
Total number of round trips for the year,		5,840
Number of persons regularly employed by company,		18
Rates of fare: 5 cents cash; tickets, 22 for \$1; Renfrew tickets, 7 cents each.		

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Sleigh upset and horse injured.

Boy, leaning off front platform, swung his arm around as car approached telephone pole. His arm was injured.

PROPER ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY,
NORTH ADAMS, MASS.

NAME AND RESIDENCE OF OFFICERS.

William B. Baldwin, *President*, Sandy Hill, N. Y. H. A. Fitzsimons, *Superintendent*, North Adams, Mass. Charles T. Beach, *Treasurer*, Sandy Hill, N. Y. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William B. Baldwin, Sandy Hill, N. Y. L. W. Cronkhite, Sandy Hill, N. Y. Daniel M. Monty, Sandy Hill, N. Y. Charles T. Beach, Sandy Hill, N. Y. S. Proctor Thayer, North Adams, Mass.

WM. B. BALDWIN,
L. W. CRONKHITE,
CHAS. T. BEACH,
Directors.
CHAS. T. BEACH,
Treasurer.

STATE OF NEW YORK.

WASHINGTON COUNTY, ss. Dec. 1, 1887. Then personally appeared William B. Baldwin, L. W. Conkhite and Charles T. Beach, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. D. ARNOLD,
Notary Public.

REPORT

OF THE

LOWELL STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock paid (par value of shares, \$100),		\$100,000 00
Number of stockholders,	95	
DEBT.		
Funded debt, as follows:		\$50,000 00
Mortgage bonds due July 1, 1907, rate of		
Interest, 5 per cent.,	\$50,000 00	
Unfunded debt, as follows:		10,988 00
Mortgage,	4,000 00	
Note,	2,000 00	
Land note,	4,849 00	
Dividend unpaid,	84 00	
TOTAL GROSS DEBT,		\$60,988 00
Amount of cash assets, viz.:		21,729 87
Cash,	\$21,729 87	
NET DEBT,		\$39,208 18
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$52,590 01	
Track, including timber, rails, etc., and laying,	68,088 15	
Interest during construction, commissions, discounts, etc.,	69 97	
Engineering, agencies, salaries, and other expenses during construction,	168 30	
TOTAL COST OF CONSTRUCTION,		\$115,911 43
EQUIPMENT.		
Horses,		\$22,164 00
Cars,		22,621 20
Other articles of equipment,		3,325 71
TOTAL COST OF EQUIPMENT,		\$48,110 91
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$17,649 00
Buildings owned by company needed in operating road,		14,871 26
TOTAL COST OF LAND AND BUILDINGS,		\$32,020 26

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$196,042 60
Cash assets,	21,729 87
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$217,772 47
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 26,466), . . .	\$37,423 02
New horses (number, 64),	11,664 00
New cars (number, 13),	9,380 20
Other equipment,	780 00
Land and buildings,	6,268 32
TOTAL ADDITION TO PROPERTY,	\$65,515 54
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$97,634 04
Received from sales of manure,	1,225 00
Income from other sources:	2,172 01
Interest,	\$1,198 05
Advertising,	250 00
Rents,	723 96
TOTAL INCOME FROM ALL SOURCES,	\$101,031 05
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$7,586 32
Repairs of cars and other vehicles, harness and horse-shoeing,	7,135 94
Repairs of buildings,	1,157 29
Renewal of horses,	1,635 16
Wages and salaries of president, treasurer, superintendent and their clerks,	4,099 90
Wages and salaries of all other persons employed in operating the road,	41,046 65
Provender,	13,128 86
Taxes, state and local,	1,764 12
Insurance,	891 83
Damages for injuries to persons and property,	220 00
Office expenses, and all other expenses not included above,	6,832 01
TOTAL EXPENSES OF OPERATING,	\$85,548 08
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$15,482 97
Interest accrued during the year,	583 90
Dividends declared (6 per cent.) for the year,	5,994 00
Balance for the year, or surplus,	8,905 07
Surplus at commencement of year,	\$45,434 40
Add: Premium on bonds,	2,500 00
Surplus at commencement of year as changed by aforesaid entries,	47,934 40
TOTAL SURPLUS SEPT. 30, 1887,	56,839 47
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	33
Open cars,	13
Horses,	189
Harnesses (pairs of),	36
Omnibuses,	2
Sleighs,	5

Largest number of horses owned at any time during the year,	189
Smallest number of horses owned at any time during the year,	125
Average number of horses owned during the year,	157

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$115,911 43
Equipment,	48,110 91
Land and buildings,	32,020 26
Cash and cash assets,	21,729 87
TOTAL ASSETS,	\$217,772 47
LIABILITIES.	
Capital stock,	\$100,000 00
Funded debt,	50,000 00
Unfunded debt,	10,933 00
Surplus,	56,839 47
TOTAL LIABILITIES,	\$217,772 47

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

DR.	
To expenses,	\$85,518 08
Interest,	583 90
dividends,	5,994 00
Balance carried forward Sept. 30, 1887,	56,839 47
	\$148,965 45
CR.	
By balance Sept. 30, 1886,	\$45,434 40
total income,	101,031 05
premium on bonds,	2,500 00
	\$148 965 45

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	10.998 miles.
Aggregate length of switches, sidings, etc.,	1.084 "
Total length of track, measured as single track,	12.082 "
Weight of rail per yard, and description of rail: 28½, 33, 45 and 48 pounds.	
Description of the several lines or routes operated by the company:	
Mason Street to Fort Hill Park,	5.580 miles.
Belvidere to Walker Street,	2.138 "
Thorndike Street,	1.250 "
Middlesex and Branch Street and Livingston,	2.104 "
Centralville Branch to 19th Street,	1.254 "
Post Office to Edson Cemetery,	1.778 "
Appleton, Chelmsford and Westford to Loring, from Stevens to Belmont on Westford Street,	1.176 "

Hethern, Dutton and Walker Street, . . .	1.490 miles.	
Chelmsford Street, . . . . .	.375 "	
		10.998 miles.
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .		10.998 "
MILES RUN, ETC.		
Total number of miles run during the year,		311,049
Total number of passengers carried in the cars,		1,994,565
Total number of round trips for the year,		31,104
Number of persons regularly employed by company,		90
Rates of fare,		5 cents.

PROPER ADDRESS OF THE COMPANY.

LOWELL HORSE RAILROAD COMPANY,
83 HILDRETH BUILDING, LOWELL, MASS.

NAME AND RESIDENCE OF OFFICERS.

William E. Livingston, *President*, Lowell, Mass. James A. Chase, *Superintendent, Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edward M. Tucke, Thomas Costello, E. A. Smith, Walter M. Sawyer, all of Lowell, Mass. Solomon Bachman, New York, N. Y.

WM. E. LIVINGSTON,
J. A. CHASE,
GEORGE E. STANLEY, -
Directors.
J. A. CHASE,
Treasurer.
J. A. CHASE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Oct. 21, 1887. Then personally appeared William E. Livingston, J. A. Chase, and George E. Stanley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES O. STREETER,
Justice of the Peace.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, and increased,	\$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock paid (par value of shares, \$100),		\$300,000 00
Number of stockholders,	105	
DEBT.		
Unfunded debt, as follows:		\$19,498 16
Bills payable, notes,	\$8,500 00	
Bills payable, ledger balances,	10,998 16	
TOTAL GROSS DEBT,		\$19,498 16
Amount of cash assets, viz.:		11,873 41
Cash,	\$1,762 30	
Supplies,	5,464 50	
Debit balances,	4,646 61	
NET DEBT,		\$7,619 75
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$205,118 48
EQUIPMENT.		
Horses,		\$23,000 00
Cars,		38,732 00
Other articles of equipment,		8,025 00
TOTAL COST OF EQUIPMENT,		\$64,757 00
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$57,538 13
TOTAL COST OF LAND AND BUILDINGS,		57,538 13
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$327,413 61
Cash assets,		11,873 41
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$339,287 02

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks and extra paving (number of feet, 4,743 $\frac{1}{2}$),	\$15,876 17
New horses (number, 28),	2,800 00
New cars (number, 16),	11,782 00
Other equipment,	694 69
Land and buildings,	18,644 26
TOTAL ADDITION TO PROPERTY,	\$49,797 12
Property sold or reduced in valuation on the books, viz.:	4,619 69
Cars, \$3,050 00	
Equipment, 1,369 69	
Land and building account, 200 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$45,177 43
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$120,970 76
Received from sales of manure,	1,816 65
TOTAL EARNINGS,	\$122,287 41
Income from other sources:	76 10
Advertisements in cars, \$46 10	
Standing grass sold, 80 00	
TOTAL INCOME FROM ALL SOURCES,	\$122,363 51
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$3,843 11
Repairs of cars and other vehicles, harness and horse-shoeing,	8,085 92
Repairs of buildings,	951 26
Renewal of horses,	3,120 12
Wages and salaries of president, treasurer, superintendent and their clerks,	5,500 00
Wages and salaries of all other persons employed in operating the road,	42,824 00
Provender,	17,640 53
Taxes, state and local,	5,981 63
Insurance,	2,460 85
Damages for injuries to persons and property,	812 05
Office expenses, and all other expenses not included above,	8,138 11
TOTAL EXPENSES OF OPERATING,	\$99,307 57
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$23,055 94
Interest accrued during the year,	1,060 54
Dividends declared (2 per cent. on \$200,000; 44 per cent. on \$300,000) for the year,	17,500 00
Balance for the year, or surplus,	4,495 40
Surplus at commencement of year, \$19,918 15	
Deduct: Depreciation, 4,619 69	
Surplus at commencement of year as changed by aforesaid entries,	15,298 46
TOTAL SURPLUS SEPT. 30, 1887,	\$19,793 86

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box-cars,	28
Open cars,	33
Horses,	230
Harnesses (pairs of),	60
Sleighs,	5
Other articles of equipment:	
1 snow plow, 3 snow levellers, 1 snow cart, 1 reach, 1 single and 3 double carts, 2 buggies, 1 express wagon, rail cleaners, 2 horse-powers, 3 hay cutters, blacksmith shop equipment, etc.	
Largest number of horses owned at any time during the year,	236
Smallest number of horses owned at any time during the year,	202
Average number of horses owned during the year,	219

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$205,118 48
Equipment,	64,757 00
Land and buildings,	57,538 13
Cash and cash assets,	11,878 41
TOTAL ASSETS,	\$339,287 02
LIABILITIES.	
Capital stock,	\$300,000 00
Unfunded debt,	19,493 16
Surplus,	19,793 86
TOTAL LIABILITIES,	\$339,287 02

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

DR.	
To expenses,	\$99,807 57
Interest,	1,060 54
dividends,	17,500 00
depreciation,	4,619 69
Balance carried forward Sept. 30, 1887,	19,793 86
	\$142,281 66
CR.	
By balance Sept. 30, 1886,	\$19,918 15
total income,	122,363 51
	\$142,281 66

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	13.127 miles.
Aggregate length of switches, sidings, etc.,	3.270 "
Total length of track, measured as single track,	16.397 "
Total length of track paved,	15.897 "
Weight of rail per yard, and description of rail (35 pounds per yard, iron, and 35, 46 and 47 pounds per yard, steel, side-bearing.)	

Description of the several lines or routes operated by the company:

North Main and Pleasant Streets Route.—Steepbrook to Flint Village via North Main and Pleasant Streets. Spur tracks to depots in Old Colony Avenue and Eight-Rod Way.

Globe Village and Shove Mill Route.—City Hall to Shove Mill via South Main, East Main, East Globe and South Main Streets. Spur track in Broadway to car house.

Winter, Main and Fourth Streets Route.—Hanover Street, New Boston Road, via New Boston Road, Highland Avenue, Winter, Franklin, North and South Main, Rodman, Fourth, Lyons and Second Streets and Eight-Rod Way, and Stafford Road to East Globe Street.

Bedford and Quarry Streets Route.—City Hall to Stafford Mills via Bedford and Quarry Streets.

Hartwell and Rodman Streets Route.—City Hall to corner Warren and Rodman Streets via Pleasant, Fourth, Hartwell and Rodman Streets.

Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .

13.127 miles.

MILES RUN, ETC.

Total number of miles run during the year,	414,288
Total number of passengers carried in the cars,	2,470,783
Total number of round trips for the year,	100,769
Number of persons regularly employed by company,	83
Rates of fare,	5, 3 and 2½ cts.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	1	-	1
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

March 5, 1887. — Mrs. Emma Marsden injured about chest, by being thrown from seat in car which was off track on account of snow.

March 11. — D. F. Sullivan, a driver, fell from platform in rounding curve. Foot injured slightly.

PROPER ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY, *
FALL RIVER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Frank S. Stevens, *President*, Swansea, Mass. John H. Bowker, Jr., *Superintendent*, Fall River, Mass. Frank W. Brightman, *Treasurer*, Fall River, Mass. Marcus G. B. Swift, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank S. Stevens, Swansea, Mass. John S. Brayton, Fall River Mass.
Andrew J. Borden, Fall River, Mass. George H. Hawes, Fall River, Mass.
Marcus G. B. Swift, Fall River, Mass. Joseph A. Beauvals, New Bedford,
Mass. Simeon B. Chase, Fall River, Mass.

F. S. STEVENS,
JOHN S. BRAYTON,
ANDREW J. BORDEN,
GEO. H. HAWES,
M. G. B. SWIFT,
J. A. BEAUVAIS,
SIMEON B. CHASE,

Directors.

FRANK W. BRIGHTMAN,

Treasurer.

JOHN H. BOWKER, JR.,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 27, 1887. Then personally appeared F. S. Stevens, John S. Brayton, Andrew J. Borden, George H. Hawes, M. G. B. Swift, J. A. Beauvals, Simeon B. Chase, Frank W. Brightman and John H. Bowker, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY H. EARL,

Justice of the Peace.

REPORT

OF THE

LOWELL & DRACUT STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock paid (par value of shares, \$100):*		\$38,850 00
Increase all called in but not all paid in at this date.		
Number of stockholders,	56	
DEBT.		
Unfunded debt, as follows:		
Loans signed by the company and its directors, \$53,875 07		
TOTAL GROSS DEBT,		\$53,875 07
PERMANENT INVESTMENTS.		
RAILWAY.		
Track, including timber, rails, etc., and laying,	\$57,941 27	
Interest during construction, commissions, discounts,	1,212 69	
Engineering, agencies, salaries, and other expenses during construction,	3,484 60	
TOTAL COST OF CONSTRUCTION,		\$62,588 56
EQUIPMENT.		
Horses,		\$13,119 00
Cars,		11,746 15
Other articles of equipment,		307 30
TOTAL COST OF EQUIPMENT,		\$25,172 45
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,108 90
Buildings owned by company needed in operating road,		6,127 42
TOTAL COST OF LAND AND BUILDINGS,		\$7,236 32
OTHER PROPERTY.		
Land outside city limits to which we propose extending our tracks,		\$1,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		95,997 33
TOTAL PROPERTY AND ASSETS OF COMPANY,		95,997 33

* Original capital stock \$15,000, all paid in before increased.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Extension of tracks (number of feet, 44,651),	\$61,038 88
New horses (number, 78),	13,119 00
New cars (number, 16),	11,746 15
Other equipment,	807 30
Land and buildings,	8,236 32

TOTAL ADDITION TO PROPERTY,	\$94,442 65
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REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$10,028 49
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TOTAL INCOME FROM ALL SOURCES,	\$10,028 49
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EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of cars and other vehicles, harness and horse-shoeing,	\$42 54
Wages and salaries of president, treasurer, superintendent and their clerks,	700 00
Wages and salaries of all other persons employed in operating the road,	4,470 09
Provender,	698 12
Insurance,	369 48
Damages for injuries to persons and property,	10 00
Office expenses, and all other expenses not included above,	466 00

TOTAL EXPENSES OF OPERATING,	\$6,756 23
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NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$3,272 26
TOTAL SURPLUS SEPT. 30, 1887,	3,272 26

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box-cars,	5
Open cars,	11
Horses,	78
Harnesses (pairs of),	20

General Balance Sheet Sept. 30, 1887.
ASSETS.

Construction,	\$62,588 56
Equipment,	25,172 45
Land and buildings,	7,236 32
Other property,	1,000 00

TOTAL ASSETS,	\$95,997 33
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LIABILITIES.

Capital stock,	\$38,850 00
Unfunded debt,	53,875 07
Surplus,	3,272 26

TOTAL LIABILITIES,	\$95,997 33
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**Copy of Profit and Loss Account for the Year ending
Sept. 30, 1887.**

DR.	
To expenses,	\$6,756 23
balance carried forward Sept. 30, 1887,	3,272 26
	\$10,028 49
CR.	
By total income,	\$10,028 49
	\$10,028 49

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	8.172 miles.
Aggregate length of switches, sidings, etc., . . . . .	.841 "
Total length of track, measured as single track,	8.513 "
Total length of track paved (all track paved).	
Weight of rail per yard, and description of rail: Worcester rail, 35 pounds; Longstreet, 60 pounds.	
Description of the several lines or routes operated by the company:	
From Navy Yard to Merrimack Street.	
From Pawtucketville to Bridge Street.	
Alken Street Branch (River Street to Merrimack Street).	
From Cemetery to Bridge Street.	
From Rogers Street, through High, to Bridge Street (constructed, but not yet operated).	
From Rogers Street, through Fayette, to Bridge Street (constructed, but not yet operated).	
From Fort Hill Park to Lawrence Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	8.172 miles.

MILES RUN, ETC.

Total number of miles run during the year (estimated),	60,000
Total number of passengers carried in the cars,	187,180
Total number of round trips for the year,	13,726
Number of persons regularly employed by company (about),	40
Rates of fare: 3½, 4 and 5 cents.	

PROPER ADDRESS OF THE COMPANY.

LOWELL & DRACUT STREET RAILWAY COMPANY,

LOWELL, MASS.

NAME AND RESIDENCE OF OFFICERS.

August Fels, *President*; John F. Murphy, *Superintendent* (since resigned and position filled by J. A. Chase, Lowell); Walter M. Sawyer, *Treasurer* (resigned, and position now filled by Percy Parker of Lowell); Percy Parker, *Clerk of Corporation*, — all of Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

August Fels, Lowell, Mass. Walter M. Sawyer, Lowell, Mass. Percy Parker, Lowell, Mass. John Lennon, Lowell, Mass. E. M. Tucke, Lowell, Mass. Thomas Costello, Lowell, Mass. Frank W. Howe, Lowell, Mass. John F. Callahan, Lowell, Mass. Thomas Nesmith (resigned), Lowell, Mass.

AUGUST FELS,
WALTER M. SAWYER,
FRANK W. HOWE,
PERCY PARKER,
JOHN LENNON,
JOHN F. CALLAHAN,
Directors.
WALTER M. SAWYER,
Treasurer.
JOHN F. MURPHY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Dec. 1, 1887. Then personally appeared August Fels, Walter M. Sawyer, Frank W. Howe, Percy Parker, John Lennon and John F. Callahan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

MARTIN L. HAMBLET,
Justice of the Peace.

REPORT

OF THE

LYNN & BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$500,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock paid (par value of shares, \$100),		\$300,000 00
Number of stockholders,	125	
DEBT.		
Funded debt, as follows :		\$425,000 00
Mortgage bonds due May 15, 1900, rate of interest 6 per cent.,	\$75,000 00	
Bonds due May 1, 1893, rate of interest 5 per cent.,	100,000 00	
Bonds due May 15, 1900, rate of interest 5 per cent.,	100,000 00	
Bonds due May 15, 1900, rate of interest 5 per cent.,	50,000 00	
Bonds due April 1, 1907, rate of interest 5 per cent.,	100,000 00	
Unfunded debt, as follows :		80,531 69
Notes payable,	\$13,015 50	
Sundry bills payable,	56,497 98	
Tickets outstanding,	11,018 21	
TOTAL GROSS DEBT,		\$505,531 69
Amount of cash assets, viz. :		24,140 00
Cash,	\$9,138 41	
Supplies,	11,728 67	
Debit balances,	3,272 92	
NET DEBT,		\$481,391 69
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$465,261 54	
Other railways, purchased for,	15,409 27	
TOTAL COST OF CONSTRUCTION,		\$480,670 81
EQUIPMENT.		
Horses,		\$79,100 00
Cars,		93,800 00
Other articles of equipment,		29,818 12
TOTAL COST OF EQUIPMENT,		\$202,718 12

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$151,655 67
TOTAL COST OF LAND AND BUILDINGS,	151,655 67
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$885,044 60
Cash assets,	24,140 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$859,184 60
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 16,515.7),	\$33,239 15
New horses (number, 43),	4,800 00
New cars (number, 20),	10,000 00
Other equipment,	3,833 33
Land and buildings,	13,814 98
TOTAL ADDITION TO PROPERTY,	\$64,737 46
Property sold or reduced in valuation on the books, viz.:	10 00
Old sleigh,	\$10 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$64,727 46
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$457,234 02
Received from other railways as tolls or rent:	780 52
Metropolitan Railroad Company,	\$409 17
Naumkeag Street Railway Company,	322 70
Salem & Danvers Street Railway Company,	30 41
East Middlesex Street Railway Company,	18 24
Received from sales of manure,	3,127 04
TOTAL EARNINGS,	\$461,141 58
Income from other sources:	
Advertising in cars,	\$1,500 00
TOTAL INCOME FROM ALL SOURCES,	\$462,641 58
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$30,018 99
Repairs of cars and other vehicles, harness and horse-shoeing,	42,533 61
Repairs of buildings,	2,932 34
Renewal of horses,	17,592 00
Wages and salaries of president, treasurer, superintendent and their clerks,	11,498 61
Wages and salaries of all other persons employed in operating the road,	182,500 92
Provender,	59,700 39
Taxes, state and local,	6,982 20
Rent and tolls paid other companies for use of their roads:	23,271 32
Boston & Chelsea Railroad Company,	\$9,446 71
Middlesex Railroad Company,	9,456 63
Winnisimmet Railroad Company,	4,158 38
Metropolitan Railroad Company,	209 60
Insurance,	3,105 39
Damages for injuries to persons and property,	5,032 92
Office expenses, and all other expenses not included above,	22,479 21
TOTAL EXPENSES OF OPERATING,	\$407,647 90

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$54,993 68
Interest accrued during the year,	22,670 50
Dividends declared (8 per cent.) for the year,	24,000 00
Balance for the year, or surplus,	8,323 18
Surplus at commencement of year, \$41,079 78	
Add: Premium on bonds sold, 4,250 00	
Surplus at commencement of year as changed by aforesaid entries,	45,329 78
TOTAL SURPLUS SEPT. 30, 1887,	53,652 91
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	90
Open cars,	105
Horses,	791
Harnesses (pairs of),	230
Sleighs,	8
Other articles of equipment:	
20 snow plows, 19 snow sleds, 9 snow levellers, buggies, wagons, gravel car, watering car, steam engine and boilers, machinery and piping in repair shop, tools for wood, paint and blacksmith shops and track repairs, horse collars, blankets, surcingles, halters, tip-carts, light harnesses, stable and office furniture, telephone line, etc.	
Largest number of horses owned at any time during the year,	788
Smallest number of horses owned at any time during the year,	748
Average number of horses owned during the year,	767
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$480,670 81
Equipment,	202,718 12
Land and buildings,	151,655 67
Cash and cash assets,	24,140 00
TOTAL ASSETS,	\$859,184 60
LIABILITIES.	
Capital stock,	\$300,000 00
Funded debt,	425,000 00
Unfunded debt,	80,531 69
Surplus,	53,652 91
TOTAL LIABILITIES,	\$859,184 60
Copy of Profit & Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$407,647 90
Interest,	22,670 50
Dividends,	24,000 00
balance carried forward Sept. 30, 1887,	53,652 91
	\$507,971 31

	CR.	
By balance Sept. 30, 1886,	.	\$41,079 73
total income,	.	462,641 58
Premium on bonds sold,	.	4,250 00
		\$507,971 81

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	42.5990 miles.
Aggregate length of switches, sidings, etc.,	2.7091 "
Total length of track, measured as single track,	45.3081 "
Total length of track paved,	81.3854 "
Weight of rail per yard, and description of rail: street rail, 35 to 48 pounds; T rail 28 to 40 pounds.	

Description of the several lines or routes operated by the company:

West Lynn and Marblehead; West Lynn and Swampscott; Swampscott, Lynn and Boston; Upper Swampscott, East Saugus and Saugus Centre; Upper Swampscott, East Saugus and Cliftondale; Myrtle Street and Central Square; Myrtle Street and Glenmere; Wyoma and Central Square (2 lines); Peabody and Lynn; Central Square and Nahant Beach (in summer); Revere and Boston, 2 lines to Revere Beach (in summer) and 1 to "Beachmont"; Boston and Chelsea via Broadway; Boston and Chelsea via Washington Avenue (and to Woodlawn Cemetery in summer); Everett and Chelsea; Everett and Crescent Beach (in summer).

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with the description of same:	9.927 miles.
Boston & Chelsea Railroad,	4.354 miles.
Middlesex Railroad,	3.198 "
Winnisimmet Railroad,	1.883 "
Metropolitan Railroad,	.265 "
Naumkeg Street Railway,	.227 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	52.526 "

MILES RUN, ETC.

Total number of miles run during the year,	1,422,884
Total number of passengers carried in the cars,	8,671,119
Total number of round trips for the year,	164,016
Number of persons regularly employed by company,	327
Rates of fare: from 5 to 15 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	-	2	-	6
Employees,	-	-	-	1	-	1
Others,	-	-	2	3	2	3

STATEMENT OF EACH ACCIDENT.

November 8, 1886. — A workman on sewer trench struck by passing car; slight injuries.

February 21, 1887. — Man, intoxicated, lying on track in night time, was run over by car, and died from injuries received.

May 30. — Man caught between two passing cars; claimed to be injured.

June 15. — Woman stepped from car before it came to a stop, and fell.

July 14. — Man riding in open car had his leg jammed by a passing dump-cart.

July 14. — Collision between team and car; driver of team thrown from his seat to the ground; said he was not hurt any.

July 16. — Woman had her finger jammed by being caught by reversible seat-back on open car.

July 25. — Car passing over section of track under repair; a bar of iron was forced upward, in consequence of horse stepping on it or other cause, and partially broke through car floor; female passenger somewhat bruised.

July 26. — Small boy playing in street, ran from behind a team directly in front of car horses; one wheel went over him; died from injuries received.

August 19. — Man trying to overtake a passing car, ran against horses attached to another car moving in opposite direction; knocked down and injured.

August 28. — Car jumped track while passing another car; man standing on foot-board claims to have been injured.

September 20. — Tow-boy slipped on slippery pavement and car wheel injured his ankle.

PROPER ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,
13 TREMONT ROW, ROOM 2, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Elwin C. Foster, *Superintendent*, Chelsea, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Aza A. Breed, Lynn, Mass. Philip A. Chase, Lynn, Mass. Isaac Stebbins, Chelsea, Mass. William R. Pearmain, Chelsea, Mass. William Sprague, Boston, Mass. John Reed, Boston, Mass. Thomas P. Proctor, Boston, Mass. E. Francis Oliver, Boston, Mass.

AMOS F. BREED,
PHILIP A. CHASE,
THOS. P. PROCTOR,
JOHN REED,
AZA A. BREED,
WM. SPRAGUE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.
ELWIN C. FOSTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1887. Then personally appeared Amos F. Breed, Philip A. Chase, John Reed, Aza A. Breed, William Sprague, E. Francis Oliver, Elwin C. Foster and Thomas P. Proctor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. R. PEARMAIN,
Justice of the Peace.

REPORT

OF THE

MALDEN & MELROSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston Consolidated Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	165,500 00
Capital stock paid (par value of shares, \$100),	\$165,500 00
Number of stockholders,	51
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	* \$165,500 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	† 165,500 00
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$165,500 00
TOTAL ASSETS,	\$165,500 00
LIABILITIES.	
Capital stock,	\$165,500 00
TOTAL LIABILITIES,	\$165,500 00
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as single track, exclusive of sidings,	6.287 miles.
Aggregate length of switches, sidings, etc., . . . . .	.473 "
Total length of track, measured as single track,	6.760 "
Weight of rail per yard, and description of rail: street rail and T rail, 35 and 48 pounds.	

* On March 31, 1882, this road was leased to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessee, after deducting from the net profits of running its road, together with the several roads operated by it, the sum of nine per cent. per annum, agrees to pay the balance of said net profits to this company, until the same shall equal an annual dividend of eight per cent. on 1,655 shares of its capital stock. Said Middlesex road is now owned and operated by the Boston Consolidated Street Railway Company. The capital stock represents the cost of the road, which has been largely added to during the last few years, and now stands at \$165,500.

† This sum has been increased \$90,780.48 during the year, which sum in previous years has been carried as a deficit in the profit and loss account.

PROPER ADDRESS OF THE COMPANY.

MALDEN & MELROSE RAILROAD COMPANY,

(Care Charles E. Powers, President,)

27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President and Treasurer*, 275 Beacon Street, Boston, Mass. James H. McFarland, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, 275 Beacon Street, Boston, Mass. Marcellus Coggan, Malden, Mass. James H. McFarland, Boston, Mass. Linus M. Child, Boston, Mass. John H. Studley, Boston, Mass.

CHAS. E. POWERS,
LINUS M. CHILD,
JOHN H. STUDLEY,

Directors.

CHAS. E. POWERS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1887. Then personally appeared Charles E. Powers, Linus M. Child and John H. Studley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,

Justice of the Peace.

370 MERRIMACK VALLEY STREET RAILWAY. [Jan.

REPORT OF THE MERRIMACK VALLEY STREET RAILWAY COMPANY, FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$80,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),		\$50,000 00
Number of stockholders,	33	
DEBT.		
Unfunded debt, as follows:		
One note of	\$10,000 00	
TOTAL GROSS DEBT,		\$10,000 00
Amount of cash assets, viz.:		938 00
Cash,	\$438 00	
Supplies,	500 00	
NET DEBT,		\$9,062 00
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$2,000 00	
Track, including timber, rails, etc., and laying,	28,000 00	
TOTAL COST OF CONSTRUCTION,		\$30,000 00
EQUIPMENT.		
Horses,		\$7,500 00
Cars,		10,400 00
Other articles of equipment,		600 00
TOTAL COST OF EQUIPMENT,		\$18,500 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$19,300 00
Buildings owned by company needed in operating road,		16,300 00
TOTAL COST OF LAND AND BUILDINGS,		\$35,600 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$84,100 00
Cash assets,		938 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$85,038 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 9,240),		\$10,000 00
New horses (number, 36),		4,500 00

New cars (number, 8),	\$6,000 00
Land and buildings,	5,600 00
TOTAL ADDITION TO PROPERTY,	\$26,100 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$56,726 61
Received from sales of manure,	500 00
TOTAL EARNINGS,	\$57,226 61
Income from other sources:	200 00
Rent of office, \$200 00	
TOTAL INCOME FROM ALL SOURCES,	\$57,426 61
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$2,569 72
Repairs of cars and other vehicles, harness and horse-shoeing,	5,054 01
Repairs of buildings,	331 78
Renewal of horses,	1,740 00
Wages and salaries of president, treasurer, superintendent and their clerks,	2,000 00
Wages and salaries of all other persons employed in operating the road,	18,862 73
Provender,	7,564 09
Taxes, state and local,	1,263 52
Insurance,	1,094 33
Damages for injuries to persons and property,	751 29
Office expenses, and all other expenses not included above,	1,166 27
TOTAL EXPENSES OF OPERATING,	\$42,397 74
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$15,028 87
Dividends declared (6 per cent.) for the year,	3,000 00
Balance for the year, or surplus,	12,028 87
Surplus at commencement of year,	18,009 18
TOTAL SURPLUS SEPT. 30, 1887,	\$25,038 00
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	16
Open cars,	11
Horses,	106
Harnesses (pairs of),	20
Other articles of equipment:—	
Two ploughs, 2 safes, 2 carts and 2 wagons.	
Largest number of horses owned at any time during the year,	106
Smallest number of horses owned at any time during the year,	70
Average number of horses owned during the year,	87
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$30,000 00
Equipment,	13,500 00
Land and buildings,	35,600 00
Cash and cash assets,	938 00
TOTAL ASSETS,	\$85,038 00

372 MERRIMACK VALLEY STREET RAILWAY. [Jan.

LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	10,000 00
Surplus,	25,038 00
TOTAL LIABILITIES,	\$85,038 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$42,397 74
dividends,	3,000 00
Balance carried forward Sept. 30, 1887,	25,038 00
	\$70,435 74
CR.	
By balance Sept. 30, 1886,	\$13,009 13
total income,	57,426 61
	\$70,435 74
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	7.55 miles.
Aggregate length of switches, sidings, etc., . . . . .	.90 "
Total length of track, measured as single track,	8.45 "
Weight of rail per yard, and description of rail: One half mile of T rail, 30 pounds to the yard; eight-tenths of a mile street rail, 45 pounds to the yard, and the balance of street rail, 48 pounds to the yard.	2.60 "
Description of the several lines or routes operated by the company:	
Extends from Methuen, through Lawrence to North Andover; from Merrimack Street, through Union, Andover and Broadway to Essex Street; from Essex, through Newbury, East Haverhill and Berkeley Streets to Jackson Street; from Union, down Canal Street to Paper Mills.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	7.55 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	212,262
Total number of passengers carried in the cars,	992,543
Total number of round trips for the year,	47,450
Number of persons regularly employed by company,	45
Rates of fare: 2½ cents per mile.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	-	1	1	1	1

. STATEMENT OF EACH ACCIDENT.

On the first day of October, 1886, Thomas R. Mitchell, a boy ten years old, was stealing a ride. He jumped from the car, and broke one of his legs. The case was tried, and the judge ordered a verdict for the defendant.

On the 24th of May, 1887, a small boy by the name of Martin Esty, junior, about three years old, ran under a car, and was so badly injured that it was necessary to amputate his leg. He died the following morning.

PROPER ADDRESS OF THE COMPANY.

MERRIMACK VALLEY HORSE RAILROAD COMPANY,
LAWRENCE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Hon. William A. Russell, *President*, Boston, Mass. A. N. Kimball, *Superintendent*, Lawrence, Mass. James H. Eaton, *Treasurer and Clerk of Corporation*, Lawrence, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED

William A. Russell, Boston, Mass. A. W. Stearns, Lawrence, Mass. Hezekiah Plummer, Lawrence, Mass. James Walton, Methuen, Mass. John A. Wiley, North Andover, Mass.

H. PLUMMER,
JAMES WALTON,
A. W. STEARNS,
JOHN A. WILEY,
· *Directors.*
JAMES H. EATON,
Treasurer.
A. N. KIMBALL,
Superintendent.

374 MERRIMACK VALLEY STREET RAILWAY. [Jan.

COMMONWEALTH OF MASSACHUSETTS.

Essex. ss. Oct. 29, 1887. Then personally appeared A. N. Kimball, James H. Eaton, John A. Wiley, A. W. Stearns, James Walton and H. Plummer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

GEO. H. EATON,
Justice of the Peace.

REPORT

OF THE

METROPOLITAN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$2,000,000 00	
Capital stock authorized by votes of company,	2,000,000 00	
Capital stock paid (par value of shares \$50),		\$2,000,000 00
Number of stockholders,	260	
DEBT.		
Funded debt, as follows:		\$1,457,442 12
Bonds due 1897, rate of interest 6 per cent.,	\$500,000 00	
Bonds due 1903, rate of interest 5 per cent.,	500,000 00	
Notes payable, due 1890, \$27,442.12 at 4 1/2 per cent.; due 1891, \$180,000.00 at 4 per cent.; due 1905, \$250,000.00 at 4 per cent.,	457,442 12	
Unfunded debt, as follows:		146,025 64
Sundry accounts,	\$31,905 88	
Taxes, 1887-88,	70,562 10	
Interest,	15,980 28	
Outstanding tickets,	2,577 38	
Demand notes,	25,000 00	
TOTAL GROSS DEBT,		\$1,603,467 76
Amount of cash assets, viz.:		99,506 41
Cash,	\$16,045 09	
Supplies,	31,337 22	
Debit balances,	51,074 07	
NET DEBT,		\$1,503,961 35
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,		\$1,321,862 58
Track, including timber, rails, etc., and laying,		
Interest during construction, commissions, discounts, etc.,		
Engineering, agencies, salaries, and other expenses during construction,		
Other railways (original cost, unknown) purchased for,	420,558 65	
TOTAL COST OF CONSTRUCTION,		\$1,742,421 23

EQUIPMENT.		
Horses,		\$445,590 00
Cars,		470,941 50
Other articles of equipment,		118,980 25
TOTAL COST OF EQUIPMENT,		\$1,035,511 75
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$1,217,998 52
OTHER PROPERTY.		
Land on Huntington Avenue, estimated at	\$175,000 00	
Land and buildings on Washington, Guild and Bartlett Streets,	100,000 00	
Land and buildings on Dunlow Street, Roxbury District,	20,000 00	
Land on Camden Street and Huntington Ave.,	55,000 00	
		\$350,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$4,345,931 50
Cash assets,		99,506 41
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$4,445,437 91
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 32,719),		\$98,890 38
New horses (number, 177),		26,550 00
New cars (number, 77),		44,750 00
Other equipment,		3,095 00
Land and buildings,		78,189 51
TOTAL ADDITION TO PROPERTY,		\$251,474 89
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$2,113,131 56
Received from other railways as tolls or rent:		39,940 34
Boston Consolidated Street Railway Company	\$25,362 73	
South Boston Railroad Company,	10,742 59	
Cambridge Railroad Company,	3,625 42	
Lynn & Boston Railroad Company,	209 60	
Received from sales of manure,		8,316 05
TOTAL EARNINGS,		\$2,161,387 95
Income from other sources:		38,860 07
Rents,	\$3,069 32	
Advertising in the cars,	4,000 00	
Sundries,	31,790 75	
TOTAL INCOME FROM ALL SOURCES,		\$2,200,248 02
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$60,946 03
Repairs of cars and other vehicles, harness and horse-shoeing,		164,441 75
Repairs of buildings,		49,299 58
Renewal of horses,		78,620 00
Wages and salaries of president, treasurer, superintendent and their clerks,		27,849 90

Wages and salaries of all other persons employed in operating the road,	\$959,659 67
Provender,	288,686 68
Taxes, state and local,*	70,562 10
Rent and tolls paid other companies for use of their roads : Boston Consolidated Street Railway Com- pany,	7,410 22
South Boston Railroad Company,	\$3,131 69
Cambridge Railroad Company,	2,082 49
Lynn & Boston Railroad Company,	1,786 87
Insurance,	409 17
Damages for injuries to persons and property,	12,939 21
Office expenses, and all other expenses not included above :	35,731 38
Snow expense,	105,283 69
Sundry expenses,	\$61,727 11
	43,556 58
TOTAL EXPENSES OF OPERATING,	\$1,861,430 21

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$338,817 81
Interest accrued during the year,	69,500 00
Dividends declared (10 per cent.) for the year,	200,000 00
Balance for the year, or surplus,	69,317 81
Surplus at commencement of year,	772,652 34
TOTAL SURPLUS SEPT. 30, 1887,	841,970 15

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box cars,	430
Open cars,	384
Horses,	3,720
Harnesses (pairs of),	895
Harnesses (single),	151
Omnibuses,	1
Sleighs,	19

Other articles of equipment:

13 light sleighs and pungs, 89 snow sleds, 33 snow ploughs, 11 levellers, 17 heavy wagons, 13 light carriages, 10 tip-carts, 3,908 collars, 4 sweepers, 2 meal sleds, 1 ambulance, 605 registers, 2 meal cars, engine, tools, etc., in repair shop, machinery in machine and blacksmith's shops, tools in paving department, grist mill, horse-powers, hay cutters, horse furniture in stables, blankets, halters, car mats, telephone line, office furniture.

Largest number of horses owned at any time during the year,	3,723
Smallest number of horses owned at any time during the year,	3,551
Average number of horses owned during the year,	3,682

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$1,742,421 23
Equipment,	1,035,511 75
Land and buildings,	1,217,998 22
Other property,	350,000 00
Cash and cash assets,	99,506 41
TOTAL ASSETS,	\$4,445,437 91

* According to bills rendered, but an appeal is pending for reduction of the State tax.

LIABILITIES.	
Capital stock,	\$2,000,000 00
Funded debt,	1,457,442 12
Unfunded debt,	146,025 64
Surplus,	841,970 15
TOTAL LIABILITIES,	\$4,445,437 91

**Copy of Profit and Loss Account for the Year ending
Sept. 30, 1887.**

Dr.	
To expenses,	\$1,861,430 21
Interest,	69,500 00
dividends,	200,000 00
Balance carried forward Sept. 30, 1887,	841,970 15
	\$2,972,900 36
Cr.	
By balance Sept. 30, 1886,	\$772,652 34
total income,	2,200,248 02
	\$2,972,900 36

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	85.290 miles.
Aggregate length of switches, sidings, etc.,	7.522 "
Total length of track measured as single track,	92.812 "
Total length of track paved	88.745 "
Weight of rail per yard, and description of rail (T rail and street rail, 30 to 55 pounds.	
Description of the several lines or routes operated by the company:	
West Roxbury, Brookline, Brookline via Huntington Avenue, Longwood Avenue, Dorchester, Forest Hills, Egleston Square, Meeting-House Hill, Upham's Corner, Warren Street via Court Street, Warren Street via Congress Street, Warren Street and Post Office Square, Norfolk House, Norfolk House and Depots, West End via Tremont Street, West End via Washington Street, Chelsea Ferry via Congress Street, Belt Line, East Boston Ferry via Congress Street, East Boston Ferry and Winthrop Junction, East Boston Ferry and Chelsea, East Boston Ferry and Lexington Street, East Boston Ferry and Tremont Street, East Boston Ferry and Sumner Street, Tremont Street and Depots, Dartmouth Street, Dartmouth Street and Depots, Lenox Street and Depots, Beacon Street, Beacon Street Transfer Car, Atlantic Avenue and Bartlett Street, Atlantic Avenue and Tremont Street, Atlantic Avenue Transfer Cars, Southern and Northern Depots, Milk and Park Streets, Dorchester Avenue, Field's Corner, Ashmont Street, Huntington Avenue and Tremont House, Centre Street Transfer, Night Car on Washington Street, Night Car on Tremont Street, Night Car from Lenox Street to East Boston Ferry.	

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:	5.585 miles.
Boston Consolidated Street Railway Company,	2.804 miles.
South Boston Railroad Company,	1.548 "
Cambridge Railroad Company,	1.016 "
Lynn & Boston Railroad Company,	.722 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	90.875 "
MILES RUN, ETC.	
Total number of miles run during the year,	7,081,684
Total number of passengers carried in the cars,	42,970,289
Total number of round trips for the year,	1,101,407
Number of persons regularly employed by company,	1,733
Rates of fare,	5 cents.
(This company also receives and sells all transfer checks established by law.)	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	14	-	11	-	25
Employees,	-	2	-	-	-	2
Others,	-	14	1	9	1	23

STATEMENT OF EACH ACCIDENT.

October 5, 1886. — Woman fell while leaving front platform of a car in motion.

October 23. — Boy thrown from a team which collided with a car.

November 1. — Intoxicated man knocked down by a car.

November 9. — Man knocked down by a car.

November 15. — Man thrown from a team, and horse injured by defect of the track.

November 18. — Woman knocked down in the street.

November 22. — Intoxicated man fell getting upon a moving car.

December 5. — A woman fell from a car going round a curve.

December 8. — A man thrown from a sleigh by snow piled beside the track.

December 9. — Woman claims her hand was jammed by the door of the car.

December 9. — Woman thrown from a sleigh by collision with a car.

December 10. — Woman thrown from a sleigh by accumulation of snow.

December 17. — Employee jammed between two snow ploughs.

December 20. — Employee thrown by collision of cars.

December 28. — Boy killed by jumping from behind one car in front of another car.

December 28. — Cab driver thrown off by collision with a car.

January 1, 1887. — Woman knocked down in the street.

January 1. — Woman knocked down in the street.

January 13. — Man thrown from team, and horse injured by pile of snow beside the track.

January 18. — Sleigh overturned and man and horse injured by snow beside the track.

March 1. — Woman fell inside the car and broke her leg.

March 9. — Man thrown from team by collision with a car.

March 10. — Man thrown by a car striking his team.

March 17. — Woman thrown down by axle of car breaking.

March 17. — Man thrown from front platform of a car.

March 28. — Intoxicated man ran against car and was knocked down.

March 30. — Blind man falls while getting upon a car.

April 14. — Boy struck by a tow-horse.

May 1. — Man knocked down by one car while getting upon another.

May 7. — Woman thrown down while leaving a car.

May 12. — Boy fell while getting upon a moving car.

May 31. — Man fell while leaving a car in motion.

June 4. — Man fell while alighting from a car.

June 5. — Boy knocked down in the street.

June 5. — Man, riding upon the running-board, struck by another car.

June 6. — Woman fell alighting from a car in motion.

June 20. — Woman thrown from car by collision with team.

June 22. — Man thrown from team by its striking a rail.

June 25. — Woman falls while leaving a car.

August 2. — Woman thrown while leaving a car.

August 3. — Woman thrown while alighting from a car.

August 14. — Woman fell while leaving a car.

August 16. — Woman, crossing the street, struck by a car.

August 16. — Woman, while a passenger, struck by a passing team.

August 19. — Man thrown from a team struck by a car.

September 2. — Boy run over while running from behind a coach, in front of the car.

September 3. — Woman claims she was thrown by the sudden starting of the car.

September 5. — Woman, while a passenger, thrown by collision with a team.

September 17. — Boy run over by jumping from one car in front of another.

September 20. — Man, getting upon a car, struck by a passing car.

PROPER ADDRESS OF THE COMPANY.

METROPOLITAN RAILROAD COMPANY,

No. 16 KILBY STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

C. A. Richards, *President*, Boston, Mass. J. P. Cloutman, *Treasurer (pro tempore)*, Salem, Mass. W. P. Harvey, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Calvin A. Richards, Boston, Mass. William Hendry, Boston, Mass.
Dexter N. Richards, Brookline, Mass. William A. Rust, Boston, Mass.
Stephen R. Niles, Boston, Mass. Thomas Dana, Boston, Mass. Augustus
P. Martin, Boston, Mass. Isaac Fenno, Boston, Mass. Edward O. Shepard,
Boston, Mass.

C. A. RICHARDS,
WILLIAM HENDRY,
DEXTER N. RICHARDS,
WILLIAM A. RUST,
STEPHEN R. NILES,
THOMAS DANA,
AUGUSTUS P. MARTIN,
EDWARD O. SHEPARD,

Directors.

J. P. CLOUTMAN,

Treasurer (pro tempore).

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1887. Then personally appeared C. A. Richards, William Hendry, Dexter N. Richards, William A. Rust, Stephen R. Niles, Thomas A. Dana, Augustus P. Martin, Edward O. Shepard and J. P. Cloutman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM P. HARVEY,

Justice of the Peace.

REPORT

OF THE

NAUMKEAG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock paid (par value of shares, \$100),		\$250,000 00
Number of stockholders,	50	
DEBT.		
Funded debt, as follows:		\$300,800 00
Mortgage bonds due 1906, rate of interest 5 per cent.,	\$250,000 00	
Mortgage bonds due 1885, rate of interest 6 per cent.,	800 00	
Bonds due 1895, rate of interest 6 per cent.,	50,000 00	
Unfunded debt, as follows:		234,879 18
Coupons unpaid,	\$335 00	
Tickets outstanding,	1,008 65	
Debit balances,	233,535 53	
TOTAL GROSS DEBT,		\$535,679 18
Amount of cash assets, viz.:		133,215 64
Cash,	\$18,171 48	
Supplies,	18,404 97	
Sinking fund,	50,500 00	
Debit balances,	46,139 19	
NET DEBT,		\$402,463 54
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$109,492 40	
Salem & Danvers Street Railway Company (cost, \$131,730.88),	203,556 00	
Salem Street Railway (cost, \$208,853.36),	160,754 08	
TOTAL COST OF CONSTRUCTION,		\$473,802 48
EQUIPMENT.		
Horses,		\$36,425 00
Cars,		60,520 00
Other articles of equipment,		25,480 91
TOTAL COST OF EQUIPMENT,		\$122,425 91

LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$22,080 07
Buildings owned by company needed in operating road,	68,740 06
TOTAL COST OF LAND AND BUILDINGS,	\$90,820 13
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	
Cash assets,	\$687,048 52
	183,215 64
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$820,264 16
Amount of sinking fund in hands of trustees, \$50,500.	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 5,038),	\$22,859 31
New cars (number, 2),	1,500 00
Other equipment,	6,623 57
Land and buildings,	88,722 58
Salem & Danvers Street Railway purchased for,	203,556 00
TOTAL ADDITION TO PROPERTY,	\$273,261 46
Property sold or reduced in valuation on the books, viz.:	1,375 00
11 horses died, valued at \$125,	\$1,375 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$271,886 46
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$179,464 81
Received from other railways as tolls or rent:	665 79
Salem & Danvers Street Railway Company.	
Received from sales of manure,	2,099 01
TOTAL EARNINGS,	\$182,229 61
Income from other sources: Advertising in cars, etc.,	432 35
TOTAL INCOME FROM ALL SOURCES,	\$182,661 96
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$4,079 51
Repairs of cars and other vehicles, harness and horse-shoeing,	9,701 35
Repairs of buildings,	515 32
Renewal of horses,	6,000 50
Wages and salaries of president, treasurer, superintendent and their clerks,	6,822 94
Wages and salaries of all other persons employed in operating the road,	65,700 42
Provender,	30,623 97
Taxes, state and local,	2,587 77
Rent and tolls paid other companies for use of their roads:	325 60
Lynn & Boston R. R. Co.	
Insurance,	2,173 79
Damages for injuries to persons and property,	3,029 75
Office expenses, and all other expenses not included above,	7,496 29
TOTAL EXPENSES OF OPERATING,	\$139,057 21
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$43,604 75
Interest accrued during the year,	18,956 97
Dividends declared for the year,*	24,100 00

* 13 per cent. on \$70,000, and 6 per cent. on \$250,000 capital stock.

Balance for the year, or surplus,	\$547 78
Surplus at commencement of year,	34,037 20
TOTAL SURPLUS SEPT. 30, 1887,	34,584 98

INVENTORY OF EQUIPMENT, SEPTEMBER 30, 1887.

Box cars,	56
Open cars,	51
Horses,	362
Harnesses (pairs of),	150
Omnibuses,	7
Sleighs,	16
Other articles of equipment :	90
2 carryalls, 2 Concord wagons, 4 express wagons, 4 tip-carts, 2 buggies, 2 sleighs, 6 pungs, 2 bogies, 6 wheelbarrows, 2 snow-levellers, 6 snow-ploughs, 1 sweeper, 3 boilers, 1 engine, 3 hay scales, 5 hay cutters, 3 safes, 36 car stoves, tools, clocks and other miscellaneous articles.	
Largest number of horses owned at any time during the year,	390
Smallest number of horses owned at any time during the year,	270
Average number of horses owned during the year,	330

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$473,802 48
Equipment,	122,425 91
Land and buildings,	90,820 13
Cash and cash assets,	133,215 64
TOTAL ASSETS,	\$820,264 16
LIABILITIES.	
Capital stock,	\$250,000 00
Funded debt,	300,800 00
Unfunded debt,	234,879 18
Surplus,	34,584 98
TOTAL LIABILITIES,	\$820,264 16

**Copy of Profit and Loss Account for the Year ending
Sept. 30, 1887.**

DR.	
To expenses,	\$139,057 21
interest,	18,936 97
dividends,	24,100 00
Balance carried forward Sept. 30, 1887,	34,584 98
	\$216,699 16
CR.	
By balance Sept. 30, 1886,	\$34,037 20
total income,	182,661 96
	\$216,699 16

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	80.860 miles.
Aggregate length of switches, sidings, etc.,	3.749 "
Total length of track, measured as single track,	34.609 "
Total length of track paved,	22.460 "
Weight of rail per yard and description of rail: 35 pounds T rail, and 47 pounds street rail.	

Description of the several lines or routes operated by the company:

Main line from corner of Endicott and Lowell Streets in Peabody through Peabody, Salem, Beverly, North Beverly and Wenham, to a point in Hamilton called Asbury Grove Camp Ground, with double track from Peabody Square to a point on Boston Street nearly opposite Hanson Street, and from Fowler Street to North Street in Salem, with six turnouts in Salem, eight turnouts in Beverly, and four turnouts in Wenham, and two in Hamilton, with branches as follows: from Danvers Centre through Danvers and Salem to junction of Lynn and Marblehead roads in Marblehead; from the terminus of the Lynn & Boston R.R. Co.'s tracks on Pleasant Street to Front Street in Marblehead; from Putnamville to Peabody Square; and from the junction of Cabot and Knowlton Streets in Beverly to Chapman's Corner; and from junction of Washington Square and Essex Street to the Willows in Salem.

Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	80.860 miles.
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MILES RUN, ETC.

Total number of miles run during year,	488,686
Total number of passengers carried in the cars,	3,865,846
Total number of round trips for the year,	79,121
Number of persons regularly employed by company, . . .	150
Rates of fare: 10, 8½, 7, 6½, 5 and 4½ cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	5	-	7
Employees,	-	0	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

October 14, 1886. — A man jumped from the front platform of a car while in motion, and fell; the car ran over his leg, breaking it.

October 30. — A man left a car without notice to the conductor, and dislocated his shoulder.

May 24, 1887. — A woman left a car without notice to the conductor, and was slightly injured.

May 30. — A man, fooling with a companion, fell from a moving car and hurt his leg.

August 18. — A child standing between the seats of a car was thrown out and was slightly injured.

September 3. — A man was injured by reason of the horses attached to a car falling down.

September 4. — A woman was thrown from a car in rounding a curve, and was somewhat injured.

PROPER ADDRESS OF THE COMPANY.

NAUMKEAG STREET RAILWAY COMPANY,
233 ESSEX STREET, SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles Odell, *President*; Willard B. Ferguson, *Superintendent*; Henry Wheatland, *Treasurer*; Joseph F. Hickey, *Clerk of Corporation*, — all of Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles Odell, William Mack, Henry Wheatland, Nathan Nichols, John M. Anderson, all of Salem, Mass. Charles C. G. Thornton, Boston, Mass. Rufus H. Brown, Peabody, Mass.

CHARLES ODELL,
C. C. G. THORNTON,
HENRY WHEATLAND,
JOHN M. ANDERSON,
NATHAN NICHOLS,
WILLIAM MACK,
Directors.
HENRY WHEATLAND,
Treasurer.
WILLARD B. FERGUSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, Oct. 31, 1887. Then personally appeared, Charles Odell, C. C. G. Thornton, Henry Wheatland, John M. Anderson, William Mack and W. B. Ferguson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Nathan Nichols personally appeared and affirmed to the truth of the foregoing statement.

CHARLES H. ODELL,
Justice of the Peace.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$25,000 00	
Capital stock authorized by votes of company,	25,000 00	
Capital stock paid (par value of shares, \$100),		\$25,000 00
Number of stockholders,	55	
DEBT.		
Unfunded debt, as follows:—		
Notes payable,	\$2,000 00	
Tickets unredeemed,	404 10	
TOTAL GROSS DEBT,		\$2,404 10
Amount of cash assets, viz.:		855 87
Cash,	\$855 87	
NET DEBT,		\$1,548 73
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving; track, including timber, rails, etc., and laying,	\$20,875 00	
Engineering, agencies, salaries, and other expenses during construction,	675 00	
TOTAL COST OF CONSTRUCTION,		\$21,550 00
EQUIPMENT.		
Horses,		\$1,800 00
Cars,		4,400 00
Other articles of equipment,		700 00
TOTAL COST OF EQUIPMENT,		\$6,900 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,000 00
Buildings owned by company needed in operating road,		3,000 00
TOTAL COST OF LAND AND BUILDINGS,		\$4,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$32,450 00
Cash assets,		855 87
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$33,305 87

388 NATICK & COCHITUATE ST. RAILWAY. [Jan.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 2),	\$87 50
TOTAL ADDITION TO PROPERTY,	87 50
Property sold or reduced in valuation on the books, viz.:	1,963 50
Coach sold,	\$825 50
Depreciation, cars, horses and buildings,	1,638 00
NET REDUCTION OF PROPERTY FOR THE YEAR,	\$1,876 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$13,718 19
Received from mails and express,	362 55
Received from sales of manure,	160 00
TOTAL EARNINGS,	\$14,240 74
Income from other sources:	157 35
Advertising,	\$12 00
Use of coaches,	145 35
TOTAL INCOME FROM ALL SOURCES,	\$14,398 09
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,560 76
Renewal of horses,	215 00
Wages and salaries of president, treasurer, superintendent and their clerks,	1,100 00
Wages and salaries of all other persons employed in operating the road,	3,337 79
Provender,	2,146 56
Taxes, state and local,	380 92
Insurance,	98 02
Office expenses, and all other expenses not included above,	417 00
TOTAL EXPENSES OF OPERATING,	\$9,256 05
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$5,142 04
Interest accrued during the year,	215 29
Dividends declared (6 per cent.) for the year,	1,500 00
Balance for the year, or surplus,	3,426 75
Surplus at commencement of year,	\$4,112 52
Deduct: Depreciation by vote of directors,	1,638 00
Surplus at commencement of year as changed by aforesaid entries,	2,474 52
TOTAL SURPLUS SEPT. 30, 1887,	5,901 27
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	4
Open cars,	3
Horses,	19
Harnesses (pairs of),	5
Omnibuses,	2
Sleighs,	2
Other articles of equipment:	
Snow-plough,	1
Furniture wagon,	1
Sleigh runners,	2 sets.
Largest number of horses owned at any time during the year,	19
Smallest number of horses owned at any time during the year,	17
Average number of horses owned during the year,	18

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$21,550 00
Equipment,	6,900 00
Land and buildings,	4,000 00
Cash and cash assets,	855 37
TOTAL ASSETS,	\$33,305 37
LIABILITIES.	
Capital stock,	\$25,000 00
Unfunded debt,	2,404 10
Surplus,	5,901 27
TOTAL LIABILITIES,	\$33,305 37

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

Dr.	
To expenses,	\$9,256 05
Interest,	215 29
dividends,	1,500 00
depreciation on cars, horses and buildings,	1,638 00
Balance carried forward Sept. 30, 1887,	5,901 27
	\$18,510 61
Cr.	
By balance Sept. 30, 1886,	\$4,112 52
total income,	14,398 09
	\$18,510 61

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	3.00 miles.
Aggregate length of switches, sidings, etc., . . . . .	.20 "
Total length of track, measured as single track,	3.20 "
Total length of track paved,	1.89 "
Weight of rail per yard, and description of rail: flat and T, 85 pounds per yard.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.00 "

MILES RUN, ETC.

Total number of miles run during the year,	39,918
Total number of passengers carried in the cars,	226,980
Total number of round trips for the year,	6,653
Number of persons regularly employed by company,	7
Rates of fare: Cash, 3, 5 and 10 cents; package, 4½ and 6½ cents.	

PROPER ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,

NATICK, MASS.

NAME AND RESIDENCE OF OFFICERS.

Harrison Harwood, *President*, Natick, Mass. George F. Keep, *Superintendent*, Cochituate, Mass. William H. Bent, *Treasurer*, Cochituate, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harrison Harwood, Natick, Mass. William H. Bent, Cochituate, Mass. Frank H. Hayes, Natick, Mass. John O. Wilson, Natick, Mass. George F. Keep, Cochituate, Mass. O. A. Felch, Natick, Mass. Charles A. Pook, Natick, Mass.

HARRISON HARWOOD,
JOHN O. WILSON,
CHARLES A. POOK,
FRANK H. HAYES,
GEORGE F. KEEP,
WM. H. BENT,

Directors.

WM. H. BENT,

Treasurer.

GEORGE F. KEEP,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 31, 1887. Then personally appeared Harrison Harwood, John O. Wilson, Charles A. Pook, Frank H. Hayes, George F. Keep and William H. Bent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY C. MULLIGAN,

Justice of the Peace.

REPORT
OF THE
NEWTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1887.

BOSTON, Oct. 29, 1887.

*To the Honorable Board of Railroad Commissioners of Massachusetts, 20
Beacon Street, Boston.*

GENTLEMEN:—The president, clerk and treasurer of the Newton Street Railway Company beg leave to submit the following report:—

1. That the officers of said corporation are Horace B. Parker, president, and Herbert G. Pratt, clerk and treasurer; that the directors are Horace B. Parker, Albert F. Upton, George W. Morse, William P. Tyler and J. W. Stover.
2. The capital stock is fifty thousand dollars, which has been subscribed in full, but none as yet paid in.
3. The board of aldermen have lately granted the location asked for, but no work has yet been commenced on the lines.

Respectfully submitted,

HORACE B. PARKER,
President.

Treasurer's address:
87 MILK STREET, BOSTON.

HERBERT G. PRATT,
Clerk and Treasurer.

REPORT

OF THE

NEW BEDFORD & FAIRHAVEN STREET RAILWAY
COMPANY,

FOR THE SEVEN MONTHS ENDING APRIL 30, 1887.

[This company was consolidated with the Acushnet under the name of the Union Street
Railway Company, April 30, 1887.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$135,000 00	
Capital stock authorized by votes of company,	135,000 00	
Capital stock paid (par value of shares, \$100),		\$135,000 00
Number of stockholders,	132	
DEBT.		
Unfunded debt, as follows:		\$53,859 41
Notes payable,	\$51,020 00	
Accounts payable,	2,839 41	
TOTAL GROSS DEBT,		53,859 41
Amount of cash assets, viz.:		3,997 28
Cash,	\$1,155 04	
Supplies,	2,491 44	
Debit balances,	850 80	
NET DEBT,		\$49,862 13
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$111,156 06	
Interest during construction, commissions, discounts, etc.,	897 84	
Engineering, agencies, salaries, and other expenses during construction,	2,614 90	
TOTAL COST OF CONSTRUCTION,		\$114,668 80
EQUIPMENT.		
Horses,		\$19,761 29
Cars,		28,869 81
Other articles of equipment,		2,238 43
TOTAL COST OF EQUIPMENT,		\$50,869 53
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$14,311 90
Buildings owned by company needed in operating road,		30,853 22
TOTAL COST OF LAND AND BUILDINGS,		\$45,165 12

TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$210,703 45
Cash assets,	3,997 28
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$214,700 73
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE SEVEN MONTHS.	
Extension of tracks (number of feet, 1,650),	\$3,143 72
New horses (increased value),	970 00
Land and buildings,	5,876 08
TOTAL ADDITION TO PROPERTY,	\$9,989 80
REVENUE FOR THE SEVEN MONTHS.	
Received from passengers on railways operated by this company,	\$36,807 09
Received from mails and express,	361 00
Received from sales of manure,	1,212 81
TOTAL EARNINGS,	\$38,380 90
Income from other sources:	200 00
Advertising,	\$200 00
TOTAL INCOME FROM ALL SOURCES,	\$38,580 90
EXPENSES OF OPERATING THE RAILWAY FOR THE SEVEN MONTHS.	
Repairs of road-bed and track,	\$1,920 31
Repairs of cars and other vehicles, harness and horse-shoeing,	3,481 84
Repairs of buildings,	246 02
Wages and salaries of president, treasurer, superintendent and their clerks,	1,986 69
Wages and salaries of all other persons employed in operating the road,	20,190 39
Provender,	11,347 70
Taxes, state and local,	1,337 95
Insurance,	70 25
Damages for injuries to persons and property,	623 00
Office expenses, and all other expenses not included above,	2,878 91
TOTAL EXPENSES OF OPERATING,	\$44,032 56
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,	\$5,451 66
Interest accrued during the year,	913 70
Dividends declared (3 per cent.) for the year,	4,050 00
Balance for the year, or deficit,	10,415 86
Surplus at commencement of year,	\$36,119 22
Add: Disputed balance charged off,	137 46
Surplus at commencement of year as changed by aforesaid entries,	36,256 68
TOTAL SURPLUS APRIL 30, 1887,	25,841 32
INVENTORY OF EQUIPMENT APRIL 30, 1887.	
Box cars,	25
Open cars,	21
Horses,	157
Harnesses (pairs of),	39
Sleighs,	3

394 N. BEDFORD & FAIRHAVEN ST. RAILWAY. [Jan.

Other articles of equipment :	
1 buggy, 1 wagon,	2
Snow plow,	1
Snow sleds,	6
Largest number of horses owned at any time during the year,	161
Smallest number of horses owned at any time during the year,	157

General Balance Sheet April 30, 1887.

ASSETS.	
Construction,	\$114,668 80
Equipment,	50,869 53
Land and buildings,	45,165 12
Cash and cash assets,	8,997 28
TOTAL ASSETS,	\$214,700 73
LIABILITIES.	
Capital stock,	\$135,000 00
Unfunded debt,	53,859 41
Surplus,	25,841 32
TOTAL LIABILITIES,	\$214,700 73

Copy of Profit and Loss Account for the Seven Months ending April 30, 1887.

DR.	
To expenses,	\$44,032 56
Interest,	913 70
dividends,	4,050 00
Balance carried forward April 30, 1887,	25,841 32
	\$74,837 58
CR.	
By balance Sept. 30, 1886,	\$36,119 22
total income to April 30, 1887,	38,580 90
Disputed balance charged off,	137 46
	\$74,837 58

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	9.277 miles.
Aggregate length of switches, sidings, etc., . . . . .	.816 "
Total length of track, measured as single track,	10.093 "
Total length of track paved: All paved.	
Description of the several lines or routes operated by the company:—	
From car-house, Weld Street, through Purchase, Fourth, Rivet, Water, French Avenue to Woodlawn. On Potomska to Water, and Water to Rivet. From Old Colony Railroad Station in Fairhaven, on Main to Bridge Street, and off Bridge to New Bedford, through Middle, North Second, Union, North Sixth, Elm, Summer, Parker to Cedar; and on Durfee from Cedar to Shawmut Avenue. On Main Street, in Fairhaven, to	

Church, Fort, and on Fort Street to Fort Phoenix. On Main Street, through South Street to stable, and on Main from Bridge to North Street. In New Bedford, on Kempton, from Summer to Rockdale Avenue. On William, from North Second to Sixth. On Pearl, from Purchase to Old Colony Railroad Station. On Weld, from Purchase to repair shop.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	9.277 miles.

MILES RUN, ETC.

Total number of miles run during the seven months, . . .	222,259'
Total number of passengers carried in the cars, . . .	749,363
Total number of round trips for the year, . . .	51,792
Number of persons regularly employed by company, . . .	50
Rates of fare: Adults, 5 cents; children between four and twelve, 3 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

December 5, 1886.—Owing to a light snow, a car ran quite fast down Elm Street, and as it turned the curve into Sixth Street a woman and a boy went out upon the rear platform, and either jumped or were thrown from the car, but were not very seriously injured.

PROPER ADDRESS OF THE COMPANY.

NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY,
NEW BEDFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Warren Ladd, *President*, New Bedford, Mass. Warren Ladd, *General Manager*, New Bedford, Mass. Andrew G. Pierce, *Treasurer*, New Bedford, Mass. Edward T. Pierce, *Clerk of Corporation*, New Bedford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Warren Ladd, New Bedford, Mass. Andrew G. Pierce, New Bedford, Mass. William W. Crapo, New Bedford, Mass. Weston Howland, Fairhaven, Mass. Edward D. Mandell, New Bedford, Mass. Jonathan Bourne, New Bedford, Mass. George Wilson, New Bedford, Mass. Edward Kilburn, New Bedford, Mass.

WARREN LADD,
AND'W G. PIERCE,
WESTON HOWLAND,
GEO. WILSON,
WM. W. CRAPO,
JONA. BOURNE,
EDWARD KILBURN,

Directors.

AND'W G. PIERCE,

Treasurer.

WARREN LADD,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 29, 1887. Then personally appeared Warren Ladd, Andrew G. Pierce, George Wilson, William W. Crapo, Jonathan Bourne, Edward Kilburn and Weston Howland, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDW. T. PIERCE,

Justice of the Peace.

REPORT

OF THE

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$120,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock paid (par value of shares, \$100),		\$60,000 00
Number of stockholders,	15	
DEBT.		
Funded debt, as follows:		\$50,000 00
Mortgage bonds due 1887-90, rate of interest 6 per cent.,	\$20,000 00	
Bonds due 1906, rate of interest 6 per cent.,	30,000 00	
Unfunded debt, as follows:		14,916 40
Notes payable,	\$7,700 00	
Debit balances,	7,216 40	
TOTAL GROSS DEBT,		\$64,916 40
Amount of cash assets, viz.:		1,706 92
Cash,	\$1,311 82	
Debit balances,	395 10	
NET DEBT,		\$63,209 48
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including timber, rails, etc., and laying,	\$80,761 48	
TOTAL COST OF CONSTRUCTION,		\$80,761 48
EQUIPMENT.		
Horses,		\$2,729 00
Cars,		26,596 85
TOTAL COST OF EQUIPMENT,		\$29,325 85
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,100 00
Buildings owned by company needed in operating road,		18,681 69
TOTAL COST OF LAND AND BUILDINGS,		\$19,781 69
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$129,868 97
Cash assets,		1,706 92
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$131,575 89

398 NEWBURYPORT & AMESBURY HORSE R. R. [Jan.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 10),	\$1,644 00
New cars (number, 5),	8,415 00
Other equipment,	1,085 00
Land and buildings,	8,931 69
TOTAL ADDITION TO PROPERTY,	\$15,075 69
Property sold or reduced in valuation on the books, viz.: . .	250 00
One cow sold, \$250 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$14,825 69
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$31,381 85
Received from sales of manure,	353 61
TOTAL EARNINGS,	\$31,735 46
Income from other sources:	948 64
Advertising in cars, etc., \$948 64	
TOTAL INCOME FROM ALL SOURCES,	\$32,684 10
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$12,541 17
Repairs of cars and other vehicles, harness and horse-shoeing,	1,766 17
Repairs of buildings,	15 83
Wages and salaries of president, treasurer, superintendent and their clerks,	635 57
Wages and salaries of all other persons employed in operating the road,	11,410 92
Provender,	6,146 49
Taxes, state and local,	260 40
Insurance,	670 99
Damages for injuries to persons and property,	272 61
Office expenses, and all other expenses not included above, . .	6,117 19
TOTAL EXPENSES OF OPERATING,	\$39,837 34
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,	\$7,153 24
Interest accrued during the year,	2,478 26
Balance for the year, or deficit,	9,631 50
Surplus at commencement of year, \$11,496 23	
Add: Amount saved in settlement of old disputed notes, 4,794 76	
Surplus at commencement of year as changed by aforesaid entries,	16,290 99
TOTAL SURPLUS, SEPT. 30, 1887,	6,659 49
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,*	5
Open cars,	11
Horses,	58
Harnesses (pairs of),	28
Sleighs,	3
Other articles of equipment:	6
1 plough, 1 herdic, 2 carts, 2 wagons.	

* One sold and one changed to sleigh-car.

Largest number of horses owned at any time during the year,
 Smallest number of horses owned at any time during the year,
 Average number of horses owned during the year,

58

46

52

General Balance Sheet Sept. 30, 1887.

ASSETS.

Construction, \$80,761 43
 Equipment, 29,325 85
 Land and buildings, 19,781 69
 Cash and cash assets, 1,706 92

TOTAL ASSETS, \$131,575 89

LIABILITIES.

Capital stock, \$60,000 00
 Funded debt, 50,000 00
 Unfunded debt, 14,916 40
 Surplus, 6,659 49

TOTAL LIABILITIES, \$131,575 89

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

Dr.

To expenses, \$39,837 34
 interest, 2,478 26
 Balance carried forward Sept. 30, 1887, 6,659 49

\$48,975 09

Cr.

By balance Sept. 30, 1886, \$16,290 99
 total income, 32,684 10

\$48,975 09

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings, 6.60 miles.
 Aggregate length of switches, sidings, etc.,20 "
 Total length of track, measured as single track, 6.80 "
 Total length of track paved, 1.08 "
 Weight of rail per yard, and description of rail: 35 pounds T and Johnson, 40 pounds tram.
 Description of the several lines or routes operated by the company:
 From Marlborough Street in Newburyport to Market Square in Amesbury.
 Total length of railway measured as single track, not including sidings, etc., operated by this company, 6.6 miles.

400 NEWBURYPORT & AMESBURY HORSE R. R. [Jan.

MILES RUN, ETC.	
Total number of miles run during the year,	98,721
Total number of passengers carried in the cars,	479,752
Total number of round trips for the year,	7,491
Number of persons regularly employed by company,	27
Rates of fare,	5 and 10 cents.

PROPER ADDRESS OF THE COMPANY.
 NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,
 NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles Odell, *President*, Salem, Mass. Willard B. Ferguson, *Superintendent*, Salem, Mass. Augustus G. Reynolds, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles Odell, Salem, Mass. Willard B. Ferguson, Salem, Mass. Thomas H. Johnson, Salem, Mass. Nathan Nichols, Salem, Mass. John M. Anderson, Salem, Mass. Rufus H. Brown, Peabody, Mass. Charles C. G. Thornton, Boston, Mass. E. Ripley Sibley, Amesbury, Mass. George H. Stevens, Newburyport, Mass.

CHARLES ODELL,
 NATHAN NICHOLS,
 THOS. H. JOHNSON,
 JOHN M. ANDERSON,
 RUFUS H. BROWN,
 C. C. G. THORNTON,
 WILLARD B. FERGUSON,
Directors.
 AUGUSTUS G. REYNOLDS,
Treasurer.
 WILLARD B. FERGUSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Nov. 1, 1887. Then personally appeared Charles Odell, Thomas H. Johnson, John M. Anderson, Rufus H. Brown, C. C. G. Thornton and Willard B. Ferguson, directors, and Augustus G. Reynolds, treasurer, and Willard B. Ferguson, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Nathan Nichols personally appeared and affirmed to the truth of the foregoing statement.

GEORGE H. STEVENS,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$300,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock paid (par value of shares, \$100),	\$50,000 00
Number of stockholders,	11
DEBT.	
Unfunded debt, as follows:	\$5,000 00
Accounts payable,	\$5,000 00
TOTAL GROSS DEBT,	\$5,000 00
Amount of cash assets, viz.:	6 19
Cash,	\$6 19
NET DEBT,	\$4,993 81
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$36,000 00
EQUIPMENT.	
Horses,	\$3,500 00
Cars,	5,017 50
Other articles of equipment,	600 00
TOTAL COST OF EQUIPMENT,	\$9,117 50
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$1,775 00
Buildings owned by company needed in operating road,	2,925 00
TOTAL COST OF LAND AND BUILDINGS,	\$4,700 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$49,817 50
Cash assets,	6 19
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$49,823 69
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 4),	\$600 00
New cars (number, 1),	590 00
Land and buildings,	325 00
TOTAL ADDITION TO PROPERTY,	\$1,515 00

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$14,302 03
Received from mails and express,	214 00
Received from sales of manure,	200 00
TOTAL INCOME FROM ALL SOURCES,	\$14,716 03
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,958 94
Repairs of cars and other vehicles, harness and horse-shoeing,	1,426 39
Repairs of buildings,	132 04
Renewal of horses,	773 75
Wages and salaries of president, treasurer, superintendent and their clerks,	1,000 00
Wages and salaries of all other persons employed in operating the road,	3,571 25
Provender,	2,418 28
Taxes, state and local,	67 39
Insurance,	114 00
Office expenses, and all other expenses not included above,	1,395 62
TOTAL EXPENSES OF OPERATING,	\$12,857 66
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,858 37
Balance for the year, or surplus,	1,858 37
Deficit at commencement of year,	7,034 68
TOTAL DEFICIT SEPT. 30, 1887,	5,176 31
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	5
Open cars,	4
Horses,	33
Harnesses (pairs of),	5
Omnibuses,	2
Sleighs,	1
Largest number of horses owned at any time during the year,	36
Smallest number of horses owned at any time during the year,	29
Average number of horses owned during the year,	32
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$36,000 00
Equipment,	9,117 50
Land and buildings,	4,700 00
Cash and cash assets,	6 19
Deficit,	5,176 31
TOTAL ASSETS,	\$55,000 00
LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	5,000 00
TOTAL LIABILITIES,	\$55,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To balance Sept. 30, 1886,	\$7,084 68
expenses,	12,857 66
	<hr/> \$19,892 34 <hr/>
CR.	
By total income,	\$14,716 03
Balance carried forward Sept. 30, 1887,	5,176 81
	<hr/> \$19,892 34 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.20 miles.
Aggregate length of switches, sidings, etc., . . . . .	.03 "
Total length of track, measured as single track,	3.23 "
Weight of rail per yard and description of rail (33 pounds).	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.20 "
MILES RUN, ETC.	
Total number of miles run during the year,	46,520
Total number of passengers carried in the cars,	184,485
Total number of round trips for the year,	7,269
Number of persons regularly employed by company,	10
Rates of fare: 6 and 12 cents.	

PROPER ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Oscar Edwards, *President*, Northampton, Mass. E. C. Clark, *Superintendent*, Northampton, Mass. E. C. Clark, *Treasurer*, Northampton, Mass. M. H. Spaulding, *Clerk of Corporation*, Northampton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Oscar Edwards, Northampton, Mass. J. L. Warriner, Northampton, Mass. J. C. Hammond, Northampton, Mass. M. H. Spaulding, Northampton, Mass. E. C. Clark, Northampton, Mass.

OSCAR EDWARDS,
JOHN C. HAMMOND,
JAMES L. WARRINER,
E. C. CLARK,
Directors.
E. C. CLARK,
Treasurer.
E. C. CLARK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NORTHAMPTON, Oct. 17, 1887. Then personally appeared Oscar Edwards, John C. Hammond, James L. Warriner and E. C. Clark, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN WHITTELSEY,
Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$200,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock paid (par value of shares, \$100),		\$75,000 00
Number of stockholders,	60	
DEBT.		
Unfunded debt, as follows:		\$1,457 58
Current bills and accounts payable,	\$1,018 08	
Outstanding tickets,	444 50	
TOTAL GROSS DEBT,		\$1,457 58
Amount of cash assets, viz.:		8,626 99
Cash,	\$2,865 32	
Supplies,	972 45	
Debit balances,	289 22	
NET SURPLUS,		\$2,169 41
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$51,427 70
EQUIPMENT.		
Horses,		\$4,677 50
Cars,		8,442 00
Other articles of equipment,		1,332 45
TOTAL COST OF EQUIPMENT,		\$14,451 95
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,453 75
Buildings owned by company needed in operating road,		8,188 99
TOTAL COST OF LAND AND BUILDINGS,		\$9,637 74
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$75,517 39
Cash assets,		8,626 99
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$79,144 88

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$115 77
New horses (number, 9),	1,457 50
New cars (number, 5),	3,903 29
Other equipment,	838 50
Land and buildings,	1,212 09
TOTAL ADDITION TO PROPERTY,	\$7,527 15
Property sold, viz.:	85 00
1 horse,	\$75 00
1 shed,	10 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$7,442 15
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$11,847 89
Received from East Middlesex Street Railway Company, as tolls or rent,	13 69
Received from mails and express,	119 79
Received from sales of manure,	184 56
TOTAL EARNINGS,	\$12,165 93
Income from other sources:	498 16
Interest,	\$220 63
Advertising in cars,	125 00
Keeping horses,	152 53
TOTAL INCOME FROM ALL SOURCES,	\$12,664 09
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$784 83
Repairs of cars and other vehicles, harness and horse-shoeing,	445 56
Repairs of buildings,	32 95
Renewal of horses,	259 00
Wages and salaries of president, treasurer, superintendent and their clerks,	977 87
Wages and salaries of all other persons employed in operating the road,	4,231 13
Provender,	1,886 57
Taxes, state and local,	510 75
Insurance,	303 13
Damages for injuries to persons and property,	45 85
Office expenses, and all other expenses not included above,	1,005 06
TOTAL EXPENSES OF OPERATING,	\$10,482 70
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,181 39
Balance for the year, or surplus,	2,181 39
Surplus at commencement of year,	505 41
Surplus at commencement of year as changed by aforesaid entries,	505 41
TOTAL SURPLUS SEPT. 30, 1887,	2,686 80
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	7
Open cars,	6
Horses,	28

Harnesses (pairs of),	9
Sleighs,	2
Other articles of equipment:	
1 snow plough, 1 leveller, 2 snow sleds, 1 wagon, 1 wagon harness, 1 tow harness, stable and office furniture.	
Largest number of horses owned at any time during the year,	30
Smallest number of horses owned at any time during the year,	21
Average number of horses owned during the year,	26

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$51,427 70
Equipment,	14,451 95
Land and buildings,	9,637 74
Cash and cash assets,	3,626 99
TOTAL ASSETS,	\$79,144 38
LIABILITIES.	
Capital stock,	\$75,000 00
Unfunded debt,	1,457 58
Surplus,	2,686 80
TOTAL LIABILITIES,	\$79,144 38

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

Dr.	
To expenses,	\$10,482 70
Balance carried forward Sept. 30, 1887,	2,686 80
	\$13,169 50
Cr.	
By balance Sept. 30, 1886,	\$505 41
total income,	12,664 09
	\$13,169 50

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	4.72+ miles.
Aggregate length of switches, sidings, etc., . . . . .	.10— "
Total length of track, measured as single track,	4.82 "
Total length of track paved,	3.00 "
Weight of rail per yard, and description of rail: 35 pounds, flat; 40 pounds, T.	
Description of the several lines or routes operated by the company:	
From North Woburn, through Woburn Centre, to the Boston & Lowell Railroad crossing in Winchester, by way of Main Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	4.72+ miles.

MILES RUN, ETC.	
Total number of miles run during the year,	45,285
Total number of passengers carried in the cars,	226,362
Total number of round trips for the year,	8,881
Number of persons regularly employed by company,	10
Rates of fare: 6 cents cash; 5 tickets for 25 cents.	

PROPER ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,
35 CONGRESS STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Gilman F. Jones, *Superintendent*, Woburn, Mass. Frank H. Monks, *Treasurer and Clerk of Corporation*, Brookline, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. John M. Harlow, Woburn, Mass. Freeman A. Loring, Winchester, Mass. Benjamin Hinckley, Woburn, Mass. Gilman F. Jones, Woburn, Mass. Elwin C. Foster, Lynn, Mass. Frank H. Monks, Brookline, Mass.

AMOS F. BREED,
BENJ. HINCKLEY,
ELWIN C. FOSTER,
GILMAN F. JONES,
FRANK H. MONKS,
Directors.
FRANK H. MONKS,
Treasurer.
GILMAN F. JONES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 15, 1887. Then personally appeared the above-named Amos F. Breed, Benjamin Hinckley, Elwin C. Foster, Gilman F. Jones and Frank H. Monks, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GRENVILLE H. NORCROSS,
Justice of the Peace.

REPORT
OF THE
ONSET STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$20,000 00	
Capital stock authorized by votes of company,	14,000 00	
Capital stock paid (par value of shares, \$100),		\$18,520 00
Number of stockholders,	20	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$500 00	
Track, including timber, rails, etc., and laying,	5,235 34	
Engineering, agencies, salaries, and other expenses during construction,	454 00	
TOTAL COST OF CONSTRUCTION,		\$6,189 34
EQUIPMENT.		
Cars,		\$6,763 76
Other articles of equipment,		132 54
TOTAL COST OF EQUIPMENT,		\$6,896 30
LAND AND BUILDINGS.		
Buildings owned by company needed in operating road,		\$356 82
TOTAL COST OF LAND AND BUILDINGS,		356 82
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$13,442 46
Cash assets,		1,852 67
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$14,795 13
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$150 00
Other equipment,		147 88
Land and buildings,		6 29
TOTAL ADDITION TO PROPERTY,		\$304 17
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$2,935 28
Received from mails and express,		48 40
Income from other sources:		879 94
Transporting baggage,	\$334 94	
Moving freight,	45 00	
TOTAL INCOME FROM ALL SOURCES,		\$3,863 62

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$264 79
Repairs of cars and other vehicles, harness and horse-shoeing,	143 87
Wages and salaries of president, treasurer, superintendent and their clerks,	150 00
Wages and salaries of all other persons employed in operating the road,	1,501 73
Provender (oil, wood and coal for motor),	191 29
Insurance,	67 52
Office expenses, and all other expenses not included above,	1 00

TOTAL EXPENSES OF OPERATING, \$2,320 20

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,043 42
Dividends declared (6 per cent.*) for the year,	780 00
Balance for the year, or surplus,	263 42
Surplus at commencement of year,	1,011 71
TOTAL SURPLUS SEPT. 30, 1887,	1,275 13

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box cars,	5
Open cars,	1
Two Baldwin noiseless street-car motors,	2

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$6,189 34
Equipment,	6,896 30
Land and buildings,	356 82
Cash and cash assets,	1,852 67
TOTAL ASSETS,	\$14,795 13
LIABILITIES.	
Capital stock,	\$13,520 00
Surplus,	1,275 13
TOTAL LIABILITIES,	\$14,795 13

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.

Dr.	
To expenses,	\$2,320 20
dividends,	780 00
Balance carried forward Sept. 30, 1887,	1,275 13
	\$4,375 33
Cr.	
By balance Sept. 30, 1886,	\$1,011 71
total income,	3,363 62
	\$4,375 33

* On \$13,000 of capital stock.

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	1.300+ miles.
Aggregate length of switches, sidings, etc., . . . . .	.125+ "
Total length of track, measured as single track,	1.425+ "
Weight of rail per yard and description of rail: T rail, steel, 35 pounds.	
Description of the several lines or routes operated by the company:—	
From Onset Bay Station, on land of Onset Bay Grove Association to Onset Avenue; from Onset Avenue, on land of Onset Bay Grove Association to Shell Point, in Wareham, Mass.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	1.300+ miles.
MILES RUN, ETC.	
Total number of miles run during the year,	2,998
Total number of passengers carried in the cars,	32,231
Total number of round trips for the year,	1,489
Number of persons regularly employed by company, . . .	7
Rates of fare: 10 cents.	

PROPER ADDRESS OF THE COMPANY.
ONSET STREET RAILWAY COMPANY,
 ONSET, MASS.

NAME AND RESIDENCE OF OFFICERS.

E. Gerry Brown, *President*, 16 City Square, C. D., Boston, Mass. Walter W. Currier, *Treasurer*, Haverhill, Mass. George Hosmer, *Clerk of Corporation*, 133 Federal Street, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. Gerry Brown, 16 City Square, C. D., Boston, Mass. W. W. Currier, Haverhill, Mass. George Hosmer, 133 Federal Street, Boston, Mass. Simeon Butterfield, Chelsea, Mass. Alfred Nash, Chelsea, Mass. William D. Crockett, 18 Post Office Square, Boston, Mass. Cyrus Peabody, Warren, R. I. Edmond Y. Johnson, Warren, R. I.

E. GERRY BROWN,
 GEORGE HOSMER,
 E. Y. JOHNSON,
 WM. D. CROCKETT,
Directors.
 WALTER W. CURRIER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared E. Gerry Brown, George Hosmer, E. Y. Johnson, William D. Crockett and Walter W. Currier, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CLEMENT K. FAY,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),*		\$43,110 00
Number of stockholders,	47	
DEBT.		
Unfunded debt, as follows:		\$10,847 84
Accounts,	\$5,847 84	
Loan,	5,000 00	
Amount of cash assets, viz.:		5,686 79
Cash,	\$5,686 79	
NET DEBT,		\$5,161 05
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$5,900 88	
Track, including timber, rails, etc., and laying,	16,585 37	
Engineering, agencies, salaries, and other expenses during construction,	5,741 77	
TOTAL COST OF CONSTRUCTION,		\$28,228 02
EQUIPMENT.		
Horses,		\$6,200 00
Cars,		6,513 00
Other articles of equipment,		616 35
TOTAL COST OF EQUIPMENT,		\$13,329 35
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,200 00
Buildings owned by company needed in operating road,		4,297 45
TOTAL COST OF LAND AND BUILDINGS,		\$5,497 45
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$47,054 82
Cash assets,		5,686 79
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$52,741 61

* There is a certificate issued for sixty-four shares of stock, but the company claim that it was issued without consideration and that it was signed without authority, and a suit has been commenced to test the validity of the certificate.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Construction,	\$5,194 84
New horses (number, 4),	525 00
Other equipment,	359 00
TOTAL ADDITION TO PROPERTY,	\$6,078 84
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$15,847 24
Received from sales of manure,	200 00
TOTAL INCOME FROM ALL SOURCES,	\$15,547 24
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,025 00
Repairs of cars and other vehicles, harness and horse-shoeing,	757 67
Repairs of buildings,	163 74
Renewal of horses,	750 00
Wages and salaries of president, treasurer, superintendent and their clerks,	2,560 00
Wages and salaries of all other persons employed in operating the road,	7,465 76
Provender,	4,495 94
Taxes, state and local,	153 20
Insurance,	231 48
Office expenses, and all other expenses not included above,	999 88
TOTAL EXPENSES OF OPERATING,	\$18,602 67
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,	\$3,055 43
Balance for the year, or deficit,	3,055 43
Surplus at commencement of year,	1,839 20
TOTAL DEFICIT SEPT. 30, 1887,	1,216 23
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	4
Open cars,	4
Horses,	40
Harnesses (pairs of),	16
Other articles of equipment: Snow-plough.	
Largest number of horses owned at any time during the year,	40
Smallest number of horses owned at any time during the year,	30
Average number of horses owned during the year,	35
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$28,228 02
Equipment,	13,329 35
Land and buildings,	5,497 45
Cash and cash assets,	5,686 79
Deficit,	1,216 23
TOTAL ASSETS,	\$53,957 84

LIABILITIES.		
Capital stock,		\$43,110 00
Unfunded debt,		10,847 84
TOTAL LIABILITIES,		\$53,957 84
<hr/>		
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
DR.		
To expenses,		\$18,602 67
		\$18,602 67
CR.		
By balance Sept. 30, 1886,		\$1,839 20
total income,		15,547 24
Balance carried forward Sept. 30, 1887,		1,216 23
		\$18,602 67
<hr/>		
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.300 miles.	
Aggregate length of switches, sidings, etc., . . . . .	.320 "	
Total length of track, measured as single track,	3.620 "	
Total length of track paved: 1 mile 3,087 feet.		
Weight of rail per yard and description of rail: Flat street, 40 and 35 pounds.		
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.300 miles.	
 MILES RUN, ETC.		
Total number of miles run during the year,	40,840	
Total number of passengers carried in the cars,	310,640	
Total number of round trips for the year,	6,805	
Number of persons regularly employed by company,	15	
Rates of fare: Cash, 6 cents; tickets, 5 for 25 cents.		

PROPER ADDRESS OF THE COMPANY.

PITTSFIELD STREET RAILWAY COMPANY,
PITTSFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Joseph Tucker, *President*; C. P. Upson, *Superintendent*; Charles E. Merrill (Nov. 20, 1887), Thomas A. Oman (Sept. 30, 1887), *Treasurer*; Theo. L. Allen, *Clerk of Corporation*, — all of Pittsfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Joseph Tucker, Abram Burbank, Alexander Kennedy, J. M. Burns, Charles E. Merrill, Thomas A. Oman, Theo. L. Allen, — all of Pittsfield, Mass.

JAMES M. BURNS,
THEO. L. ALLEN,
C. E. MERRILL,
ALEX. KENNEDY,
JOSEPH TUCKER,
Directors.
C. E. MERRILL,
Treasurer (Dec. 6, 1887).

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Dec. 6, 1887. Then personally appeared James M. Burns and Theo. L. Allen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM R. PLUNKETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Dec. 6, 1887. Then personally appeared Charles E. Merrill, Alexander Kennedy and Joseph Tucker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THEO. L. ALLEN,
Notary Public.

REPORT

OF THE

PLUM ISLAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock paid (par value of shares, \$100),		\$40,000 00
Number of stockholders,	20	712
DEBT.		
Funded debt, as follows:		\$9,000 00
Bonds due March 1, 1907, rate of interest 5		
per cent.,	\$40,000 00	
Less bonds held by treasurer,	31,000 00	
Unfunded debt, as follows:		
Notes payable,		30,000 00
TOTAL GROSS DEBT,		\$39,000 00
Amount of cash assets, viz.:		3,615 70
Cash,	\$1,994 95	
Debit balances,	1,620 75	
NET DEBT,		\$35,384 30
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$5,654 04	
Track, including timber, rails, etc., and laying,	44,383 84	
Interest during construction, commissions, dis-		
counts, etc.,	878 45	
Engineering, agencies, salaries, and other expenses		
during construction,	2,737 25	
TOTAL COST OF CONSTRUCTION,		\$53,653 58
EQUIPMENT.		
Horses,		\$1,308 14
Cars,		6,381 09
Other articles of equipment,		600 95
TOTAL COST OF EQUIPMENT,		\$8,290 18

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$18,959 75
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$80,908 51
Cash assets,	3,615 70
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$84,519 21
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$58,653 58
New horses (number, 11),	1,308 14
New cars (number, 10),	6,381 09
Other equipment,	600 95
Land and buildings,	18,959 75
TOTAL ADDITION TO PROPERTY,	*\$80,908 51
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$8,262 90
Newburyport & Amesbury Horse Railroad (use of cars and men),	267 50
Black Rock & Salisbury Beach Railroad (use of cars),	50 00
TOTAL EARNINGS,	\$8,580 40
Income from other sources:	950 00
Rent real estate from D. H. Fowle, \$850 00	
Rent real estate from Peoples' Line, 100 00	
TOTAL INCOME FROM ALL SOURCES,	\$9,530 40
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Wages and salaries of all other persons employed in operating the road,	\$2,469 53
Provender,	460 61
Insurance,	127 50
Office expenses, and all other expenses not included above,	953 55
TOTAL EXPENSES OF OPERATING,	\$4,011 19
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$5,519 21
Balance for the year, or surplus,	5,519 21
TOTAL SURPLUS SEPT. 30, 1887,	5,519 21
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	1
Open cars,	9
Horses,	11
Harnesses (pairs of),	8
Other articles of equipment: Wagon, 1.	
Largest number of horses owned at any time during the year,	23
Smallest number of horses owned at any time during the year,	4
Average number of horses owned during the year,	15

* Built during the year.

General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$53,653 58
Equipment,	8,290 18
Land and buildings,	18,959 75
Cash and cash assets,	3,615 70
TOTAL ASSETS,	\$84,519 21
LIABILITIES.	
Capital stock,	\$40,000 00
Funded debt,	9,000 00
Unfunded debt,	30,000 00
Surplus,	5,519 21
TOTAL LIABILITIES,	\$84,519 21
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$4,011 19
Balance carried forward Sept. 30, 1887,	5,519 21
	\$9,530 40
CR.	
By total income,	\$9,530 40
	\$9,530 40
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	5.200 miles.
Aggregate length of switches, sidings, etc., . . . . .	.400 "
Total length of track, measured as single track,	5.600 "
Total length of track paved,	1.666 "
Weight of rail per yard, and description of rail: 35 and 40 pounds T rail; 35 pounds Johnson rail.	
Description of the several lines or routes operated by the company:	
Extending from foot of Fair Street, Newburyport, to Plum Island, and across Plum Island to wharf at Plum Island Point, Merrimack River.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	5.200 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	22,600
Total number of passengers carried in the cars,	117,140
Total number of round trips for the year,	2,260
Number of persons regularly employed by company,	10
Rates of fare: 5, 7½ and 10 cents.	

PROPER ADDRESS OF THE COMPANY.

PLUM ISLAND STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles Odell, *President*, Salem, Mass. Willard B. Ferguson, *Superintendent*, Salem, Mass. Eben Sumner, *Treasurer*, Newburyport, Mass. Charles H. Brown, *Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles Odell, Salem, Mass. Rufus H. Brown, Peabody, Mass. Edward P. Shaw, Newburyport, Mass. Willard B. Ferguson, Salem, Mass. C. C. G. Thornton, Boston, Mass. J. Frank Tilton, Amesbury, Mass. John M. Anderson, Salem, Mass. Nathan Nichols, Salem, Mass. Thomas H. Johnson, Salem, Mass.

CHARLES ODELL,
EDWARD P. SHAW,
JOHN M. ANDERSON,
THOS. H. JOHNSON,
WILLARD B. FERGUSON,
NATHAN NICHOLS,

Directors.

EBEN SUMNER,

Treasurer.

W. B. FERGUSON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 9, 1887. Then personally appeared Charles Odell, John M. Anderson, Thomas H. Johnson, Willard B. Ferguson and Nathan Nichols (who affirms), and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES H. ODELL,

Justice of the Peace.

REPORT

OF THE

SALEM & DANVERS STREET RAILWAY COMPANY,

FOR THE 6 MONTHS AND 19 DAYS ENDING APRIL 19, 1887.

[This road was sold to the Naumkeag Street Railway Company, in accordance with Chapter 308 of the Acts of 1887, and operated by that company after April 19.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock paid (par value of shares, \$100),		\$100,000 00
Number of stockholders,	75	
DEBT.		
Unfunded debt, as follows:		\$29,720 78
Notes payable,	\$29,544 44	
Dividends unpaid,	1 50	
Ledger account,	174 84	
TOTAL GROSS DEBT,		\$29,720 78
Amount of cash assets, viz.:		668 68
Supplies,	\$668 68	
NET DEBT,		\$29,052 10
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$7,895 82	
Track, including timber, rails, etc., and laying,	52,830 28	
Engineering, agencies, salaries, and other ex- penses during construction,	3,846 45	
TOTAL COST OF CONSTRUCTION,		\$64,072 55
EQUIPMENT.		
Horses,		\$18,901 75
Cars,		18,668 75
Other articles of equipment,		5,997 18
TOTAL COST OF EQUIPMENT,		\$43,567 68
LAND AND BUILDINGS.		
Buildings owned by company needed in operating road,		\$24,090 65
TOTAL COST OF LAND AND BUILDINGS,		24,090 65
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$131,730 88
Cash assets,		668 68
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$132,399 56

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 1,200),	\$2,812 14
Other equipment,	161 46
TOTAL ADDITION TO PROPERTY,	\$2,973 60
REVENUE FOR THE PERIOD.	
Received from passengers on railways operated by this company,	\$20,780 19
Received from sales of manure,	379 17
TOTAL EARNINGS,	\$21,159 36
Income from other sources:	144 00
Advertising in cars, etc., \$144 00	
TOTAL INCOME FROM ALL SOURCES,	\$21,303 36
EXPENSES OF OPERATING THE RAILWAY FOR THE PERIOD.	
Repairs of road-bed and track,	\$100 55
Repairs of cars and other vehicles, harness and horse-shoeing,	1,105 09
Repairs of buildings,	59 53
Wages and salaries of president, treasurer, superintendent and their clerks,	1,234 94
Wages and salaries of all other persons employed in operating the road,	10,530 28
Provender,	3,930 90
Taxes, state and local,	292 47
Rents and tolls paid other companies for use of their roads,	239 66
Insurance,	375 97
Office expenses, and all other expenses not included above,	1,853 36
TOTAL EXPENSES OF OPERATING,	\$19,722 70
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,580 66
Interest accrued during the year,	824 50
Balance for the year, or surplus,	756 16
Surplus at commencement of year,	1,922 62
TOTAL SURPLUS APRIL 19, 1887,	2,678 78
INVENTORY OF EQUIPMENT APRIL 19, 1887.	
Box-cars,	10
Open cars,	14
Horses,	117
Harnesses (pairs of),	80
Omnibuses,	2
Other articles of equipment:	
4 wagons, 1 snow plough, 1 leveller, 2 motors, 2 hay cutters, tools, etc.	
Largest number of horses owned at any time during the year,	117
Smallest number of horses owned at any time during the year,	117
Average number of horses owned during the year,	117

422 SALEM & DANVERS STREET RAILWAY. [Jan.

General Balance Sheet April 19, 1887.	
ASSETS.	
Construction,	\$64,072 55
Equipment,	43,567 68
Land and buildings,	24,090 65
Cash and cash assets,	668 68
TOTAL ASSETS,	\$132,399 56
LIABILITIES.	
Capital stock,	\$100,000 00
Unfunded debt,	29,720 78
Surplus,	2,678 78
TOTAL LIABILITIES,	\$132,399 56
Copy of Profit and Loss Account for the Year ending April 19, 1887.	
Dr.	
To expenses,	\$19,722 70
Interest,	824 50
Balance carried forward April 19, 1887,	2,678 78
	\$23,225 98
Cr.	
By balance Sept. 30, 1886,	\$1,922 62
total income,	21,303 36
	\$23,225 98
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	9.027 miles.
Aggregate length of switches, sidings, etc., . . . . .	.480 "
Total length of track, measured as single track,	9.507 "
Total length of track paved,	4.850 "
Weight of rail per yard, and description of rail: 35 pounds T; 47 pounds tram.	
Description of the several lines or routes operated by the company:	
Main line from Highland Street, Salem, to Danvers Centre; branch line from Putnamville to Peabody Square.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:	4.83 miles.
Over Naumkeag Street Railway Company's track:—	
From Highland Street to City Hall, Salem,	1.23 miles.
From Washington Street, Peabody, to Salem,	1.80 "
From Peabody Square to Washington Street, Peabody,	1.60 "
Over Lynn & Boston Railroad Company's tracks:—	
From Peabody Square to Washington Street, Peabody, . . . . .	.20 miles.
Total length of railway measured as single track, not including sidings, etc., operated by this company,	13.857 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	116,359
Total number of passengers carried in the cars,	834,864
Total number of round trips for the year,	9,600
Number of persons regularly employed by company,	37
Rates of fare: 10, 8½, 5 and 4¼ cents.	

PROPER ADDRESS OF THE COMPANY.

SALEM & DANVERS STREET RAILWAY COMPANY,
No. 233 ESSEX STREET, SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Benjamin W. Russell, *President*, Salem, Mass. David N. Cook, *Superintendent*, Salem, Mass. George A. Vickery, *Treasurer and Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Benjamin W. Russell, Salem, Mass. A. L. Huntington, Salem, Mass. Thomas H. Johnson, Salem, Mass. S. E. Peabody, Salem, Mass. Z. A. Gallup, Salem, Mass. Joseph W. Lefavour, Beverly, Mass. Jacob C. Rogers, Peabody, Mass. Charles H. Gould, Danvers, Mass. George W. Fiske, Danvers, Mass.

CHARLES ODELL,
HENRY WHEATLAND,
JOHN M. ANDERSON,
NATHAN NICHOLS,
C. C. G. THORNTON,
WILLIAM MACK,

Directors of the Naumkeag Street Railway Company.

HENRY WHEATLAND,

*Treasurer of the Naumkeag, for the Salem & Danvers
Street Railway Company.*

WILLARD B. FERGUSON,

*Superintendent of the Naumkeag, for the Salem &
Danvers Street Railway Company.*

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, Oct. 31, 1887. Then personally appeared Charles Odell, Henry Wheatland, John M. Anderson, C. C. G. Thornton and William Mack, directors of the Naumkeag Street Railway Company, and W. B. Ferguson, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Nathan Nichols personally appeared, and affirmed to the truth of the above statement, for the directors of the Salem & Danvers Street Railway Company.

CHARLES H. ODELL,

Justice of the Peace.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[This road is leased to and operated by the Boston Consolidated and Cambridge Railroad Companies.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$153,000 00	
Capital stock authorized by votes of company,	153,000 00	
Capital stock paid (par value of shares, \$50),		\$153,000 00
Number of stockholders,	120	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$153,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		153,000 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent:		\$9,180 00
Cambridge,	\$8,280 00	
Consolidated,	900 00	
TOTAL INCOME FROM ALL SOURCES,		\$9,180 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$9,180 00
Dividends declared (6 per cent.) for the year,		9,180 00
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$153,000 00
TOTAL ASSETS,		\$153,000 00
LIABILITIES.		
Capital stock,		\$153,000 00
TOTAL LIABILITIES,		\$153,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To dividends,	\$9,180 00
	<u>\$9,180 00</u>
CR.	
By total income,	\$9,180 00
	<u>\$9,180 00</u>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.879 miles.
Aggregate length of switches, sidings, etc., . . . . .	.526 "
Total length of track, measured as single track,	5.405 "

PROPER ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

No. 27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel E. Sewall, *President*, Melrose, Mass. John H. Studley, Jr.,
Treasurer and Clerk of Corporation, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel E. Sewall, Melrose, Mass. Charles E. Powers, Boston, Mass.
Reuben E. Demmon, Boston, Mass. J. Q. Bennett, Boston, Mass. J. H.
Studley, Jr., Boston, Mass

S. E. SEWALL,
R. E. DEMMON,
JOSIAH Q. BENNETT,
JOHN H. STUDLEY, JR.,
CHAS. E. POWERS,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 12, 1887. Then personally appeared Samuel E. Sewall, Reuben E. Demmon, Josiah Q. Bennett, Charles E. Powers and John H. Studley, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN.

Justice of the Peace.

REPORT

OF THE

SOUTH BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$750,000 00	
Capital stock authorized by votes of company,	750,000 00	
Capital stock paid (par value of shares, \$50),		\$750,000 00
Number of stockholders, . . . . .	. . . 111	
DEBT.		
Funded debt, as follows:		\$200,000 00
Bonds due 1905, rate of interest 5 per cent.,	\$200,000 00	
Unfunded debt, as follows:		204,423 95
Notes payable,	\$144,500 00	
Accounts payable, including taxes 1887,	59,923 95	
TOTAL GROSS DEBT,		\$404,423 95
Amount of cash assets, viz.:		59,810 11
Cash,	\$6,548 52	
Supplies,	25,194 54	
Debit balances,	28,067 05	
NET DEBT,		\$344,613 84
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$302,738 14
EQUIPMENT.		
Horses,		\$148,500 00
Cars,		168,460 00
Other articles of equipment,		33,472 84
TOTAL COST OF EQUIPMENT,		\$350,432 84
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$363,493 61
OTHER PROPERTY.		
House and lot Fourth Street, South Boston,		\$10,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$1,026,664 59
Cash assets,		59,810 11
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$1,086,474 70

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 184),	\$26,550 00
New cars (number, 12 box and 15 open),	22,975 00
Other equipment,	1,181 10
Land and buildings,	18,787 67
TOTAL ADDITION TO PROPERTY,	\$64,443 77
Property sold or reduced in valuation on the books, viz.:	8,919 80
Depreciation on new horses, charged profit and loss,	\$2,212 50
Equipment sold,	12 50
Equipment account reduced on account of fraudulent entries,	6,694 80
NET ADDITION TO PROPERTY FOR THE YEAR,	\$55,524 47
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$539,439 84
Received from other railways as tolls or rent:	2,294 77
Metropolitan Railroad Co.,	\$2,272 86
Boston Consolidated Street Railway Co.,	21 91
Received from sales of manure,	1,622 83
Income from other sources:	2,975 17
Advertising account,	\$2,004 63
Miscellaneous accounts,	374 74
Rents,	595 80
TOTAL INCOME FROM ALL SOURCES,	\$546,332 61
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$25,160 85
Repairs of cars and other vehicles, harness and horse-shoeing,	40,852 07
Repairs of buildings,	2,974 90
Renewal of horses,	30,054 07
Wages and salaries of president, treasurer, superintendent and their clerks,	9,264 44
Wages and salaries of all other persons employed in operating the road,	216,678 22
Provender,	80,443 38
Taxes, state and local,	19,925 46
Rent and tolls paid other companies for use of their roads:	10,990 43
Metropolitan Railroad Co.,	\$10,742 59
Boston Consolidated Street Railway Co.,	111 40
Cambridge Railroad Co.,	136 44
Insurance,	3,005 64
Damages for injuries to persons and property,	25,688 97
Office expenses, and all other expenses not included above,	31,403 52
TOTAL EXPENSES OF OPERATING,	\$496,441 95
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$49,890 66
Interest accrued during the year,	19,603 17
Balance for the year, or surplus,	30,287 49

Surplus at commencement of year (as stated),	\$69,959 19	
Deduct:		
Reed defalcation account, . . .	\$226,866 18	
Less amount realized on bond, . . .	10,000 00	
	<u>\$216,866 18</u>	
Expense of strike, . . .	10,302 73	
Depreciation on new horses, . . .	2,212 50	
	<u>229,381 41</u>	
	\$159,422 22	
Add: Correction of fraudulent entries made by former treasurer, . . .	61,185 48	
Deficit at commencement of year as changed by aforesaid entries, . . .		\$98,236 74
TOTAL DEFICIT SEPT. 30, 1887, . . .		67,949 25
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.		
Box cars, . . .		115
Open cars, . . .		111
Horses, . . .		1,087
Harnesses (pairs of), . . .		320
Other articles of equipment: 8 ploughs, 4 levellers, 36 snow-sleds, 3 pungs, 5 wagons, 2 caravans, 4 carriages, 2 sleighs, 1 jigger, collars, blankets, halters, surcingles, stable and shop tools, etc.		
Largest number of horses owned at any time during the year,		1,096
Smallest number of horses owned at any time during the year,		903
Average number of horses owned during the year, . . .		980

General Balance Sheet Sept. 30, 1887.

ASSETS.		
Construction, . . .		\$302,738 14
Equipment, . . .		350,432 84
Land and buildings, . . .		363,493 61
Other property, . . .		10,000 00
Cash and cash assets, . . .		59,810 11
Deficit, . . .		67,949 25
TOTAL ASSETS, . . .		<u>\$1,154,423 95</u>
LIABILITIES.		
Capital stock, . . .		\$750,000 00
Funded debt, . . .		200,000 00
Unfunded debt, . . .		204,423 95
TOTAL LIABILITIES, . . .		<u>\$1,154,423 95</u>

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1887.

DR.		
To expenses, . . .		\$496,441 95
Interest, . . .		19,603 17
Reed defalcation account, . . .	\$226,866 18	
less amount realized on bond, . . .	10,000 00	
	<u>216,866 18</u>	

To expense of strike,	\$10,302 73
depreciation on new horses,	2,212 50
	\$745,426 58
CR.	
By balance Sept. 30, 1886 (as stated),	\$69,959 19
total income,	546,832 61
correction of fraudulent entries by former treasurer,	61,185 48
Balance carried forward Sept. 30, 1887,	67,949 25
	\$745,426 53

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	13.015 miles.
Aggregate length of switches, sidings, etc.,	.205 "
Total length of track, measured as single track,	13.220 "
Total length of track paved: All paved.	

Weight of rail per yard, and description of rail: Centre and side bearing and Johnson street rail, 42, 45, 50, 52 and 60 pounds per yard.

Description of the several lines or routes operated by the company:—

City Point to Brattle Street, Scollay, Post Office and Park Squares; Bay View to Brattle Street, Summer Street, Scollay Square and Northern Depots; Dorchester Street to Northern Depots; K Street to Summer Street, Brattle Street and Scollay Square.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same:—

Metro. R.R. Co.'s track.

City Point, K Street, Dorchester Street to Scollay Square, use	1.86 miles.
City Point, K Street, Dorchester Street, to Brattle Street, use	.63 "
Bay View to Scollay Square, use additional	} .33 "
Bay View to Brattle Street, use additional	
City Point to Park Square, use	1.40 "
City Point to Post Office Square, use	.76 "
Dorchester Street to Northern Depots, use	} .88 "
Bay View to Northern Depots, use	
Depots, use	.20 "
City Point to Post Office Square (Consolidated Railway track), use	.50 "
Dover Street (Consolidated Railway track), use,	.02 "
Dorchester Street to Depots (Cambridge Railroad track), use	.11 "

6.64 miles.

Total length of railway measured as single track, not including sidings, etc., operated by this company,	19.655 miles.
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MILES RUN, ETC.

Total number of miles run during the year,	1,606,057
Total number of passengers carried in the cars,	11,085,052

Total number of round trips for the year,	243,183
Number of persons regularly employed by company,	435
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	4	-	7
Employees,	-	-	-	-	-	-
Others,	-	-	-	7	-	7

STATEMENT OF EACH ACCIDENT.

October 1, 1886. — A boy attempting to cross the street fell in front of car and rolled under front platform.

November 27. — Man closing door of car caught child's finger.

December 7. — Young woman crossed front of car; knocked down by horses.

December 8. — Man crossing track came from behind one car; knocked down by horses of another.

December 18. — Man standing on rear platform fell off and cut his face over eye.

March 6, 1887. — A woman who was watching the driver get his car on the track was struck by car.

April 28. — A man riding on front platform thrown off; hurt his knee.

May 13. — Two boys running after car ran in front of another car; one knocked down.

July 16. — Man attempting to get on one car struck by another.

July 21. — Little boy ran under feet of horses; had his arm broken.

July 26. — A man jumped from car; broke his leg.

July 29. — A beer team drove across track, the car struck forward wheel, the driver fell off.

August 21. — The sign fell off one car and fell in another car, striking woman.

August 27. — A boy standing on runboard struck by passing team.

PROPER ADDRESS OF THE COMPANY.

SOUTH BOSTON RAILROAD COMPANY,
No. 715 BROADWAY, SOUTH BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles H. Hersey, *President*, Boston, Mass. Daniel Coolidge, *Superintendent*, South Boston, Mass. Charles B. Cummings, *Treasurer*, South Braintree, Mass. M. Anagnos, *Clerk (pro tempore) of Corporation*, South Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

M. Anagnos, Ezra H. Baker, Benjamin Dean, Henry H. Fay, Charles H. Hersey, Francis James, Nathaniel J. Rust,—all of Boston, Mass.

CHAS. H. HERSEY,
NATHANIEL J. RUST,
FRANCIS JAMES,
EZRA H. BAKER,
BENJ. DEAN,
M. ANAGNOS,

Directors.

CHARLES B. CUMMINGS,
Treasurer.

DANIEL COOLIDGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1887. Then personally appeared Charles H. Hersey, Nathaniel J. Rust, Francis James, Ezra H. Baker and M. Anagnos, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENJ. DEAN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1887. Then personally appeared Benjamin Dean, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EZRA H. BAKER,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock paid (par value of shares, \$100),		\$300,000 00
Number of stockholders,	88	
DEBT.		
Unfunded debt, as follows:		
Bills payable,	\$5,160 32	
Unredeemed tickets,	3,252 76	
TOTAL GROSS DEBT,		\$8,413 08
Amount of cash assets, viz.:		60,480 18
Cash,	\$51,786 56	
Supplies,	6,812 57	
Debit balances,	1,881 05	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$152,735 54
EQUIPMENT.		
Horses,		\$27,029 66
Cars,		35,418 41
Other articles of equipment,		5,476 80
TOTAL COST OF EQUIPMENT,		\$67,919 87
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$97,852 10
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$318,507 51
Cash assets,		60,480 18
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$378,987 69
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 23,090),		\$49,576 14
New horses (number, 47),		7,050 00
New cars (number, 16),		13,887 41
Other equipment,		909 40
Land and buildings,		19,898 97
TOTAL ADDITION TO PROPERTY,		\$90,821 92

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$109,957 08
Received from sales of manure,	726 11
TOTAL EARNINGS,	\$110,683 19
Income from other sources:	5,714 62
Rents,	\$3,097 72
Advertising,	116 90
Amount received for building extension,	2,500 00
TOTAL INCOME FROM ALL SOURCES,	\$116,397 81
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$4,906 61
Repairs of cars and other vehicles, harness and horse-shoeing,	9,191 87
Repairs of buildings,	519 64
Renewal of horses,	8,182 50
Wages and salaries of president, treasurer, superintendent and their clerks,	5,780 00
Wages and salaries of all other persons employed in operating the road,	37,203 43
Provender,	18,663 00
Taxes, state and local,	3,610 32
Insurance,	456 83
Damages for injuries to persons and property,	801 00
Office expenses, and all other expenses not included above,	1,881 56
TOTAL EXPENSES OF OPERATING,	\$86,076 26
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$30,321 55
Interest accrued during the year,	606 67
Dividends declared (8 per cent.) for the year,*	13,000 00
Balance for the year, or surplus,	16,714 88
Surplus at commencement of year,	53,859 78
TOTAL SURPLUS SEPT. 30, 1887,	70,574 61
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box-cars,	29
Open cars,	17
Horses,	198
Harnesses (pairs of),	45
Omnibuses,	5
Sleighs,	5
Other articles of equipment: 2 snow-ploughs, 1 wagon, 1 cart.	
Largest number of horses owned at any time during the year,	198
Smallest number of horses owned at any time during the year,	151
Average number of horses owned during the year,	175

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$152,735 54
Equipment,	67,919 87
Land and buildings,	97,852 10
Cash and cash assets,	60,480 18
TOTAL ASSETS,	\$378,987 69

* Four per cent. on capital stock of \$150,000, Jan. 1, 1887; 4 per cent. on capital stock of \$175,000, July 1, 1887.

LIABILITIES.	
Capital stock,	\$300,000 00
Unfunded debt,	8,413 08
Surplus,	70,574 61
TOTAL LIABILITIES,	\$378,987 69
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
Dr.	
To expenses,	\$86,076 26
Interest,	606 67
dividends,	13,000 00
Balance carried forward Sept. 30, 1887,	70,574 61
	\$170,257 54
Cr.	
By balance Sept. 30, 1886,	\$53,859 73
total income,	116,397 81
	\$170,257 54
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	18.43 miles.
Aggregate length of switches, sidings, etc., . . . . .	.81 "
Total length of track, measured as single track,	18.74 "
Total length of track paved,	13.74 "
Weight of rail per yard, and description of rail: 35 pounds iron and 35 pounds steel.	
Description of the several lines or routes operated by the company:	
North Main, Main, State, Maple and Central Streets; Main, State, Walnut and King Streets; Main and State Streets; Main and State Streets and Saint James Avenue; Main, Lyman, Chestnut and Worthington Streets; Carew, Chestnut, Lyman, Main and Locust Streets; Main and Bridge Streets, old tollbridge in West Springfield, Bridge, Main, Park and Elm Streets.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	18.43 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	872,656
Total number of passengers carried in the cars,	2,135,016
Total number of round trips for the year,	77,943
Number of persons regularly employed by company,	92
Rates of fare: Cash fares, 6 cents; five tickets for 25 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	2	1	2
Employees,	-	-	-	-	-	-
Others,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

October 14, 1886. — Man fell under car wheel while attempting to get on a car in motion; died in consequence.

January 22, 1887. — Man, while making change, caught his hand in the change gate.

June 15. — Woman fell while leaving a car; claimed it was caused by the starting of the car.

September 23. — Man at work near the track was caught between a log and a passing car.

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,
SPRINGFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

John Olmsted, *President*; F. E. King, *Superintendent*; A. E. Smith, *Treasurer*; Gideon Wells, *Clerk of Corporation*, — all of Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Olmsted, G. M. Atwater, C. L. Covell, James Kirkham, Gideon Wells, — all of Springfield, Mass.

JOHN OLMSTED,
JAMES KIRKHAM,
G. M. ATWATER,

Directors.

A. E. SMITH,

Treasurer.

F. E. KING,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 12, 1887. Then personally appeared John Olmsted, James Kirkham, G. M. Atwater, A. E. Smith and F. E. King, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWIN F. LYFORD,

Justice of the Peace.

REPORT

OF THE

SUBURBAN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[In process of construction.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),	50,000 00	
Number of stockholders,	16	
Amount of cash assets, viz.:		\$36,000 00
Cash,	\$1,000 00	
Debit balances,	35,000 00	
PERMANENT INVESTMENTS.		
RAILWAY.		
Track, including timber, rails, etc., and laying,	\$14,000 00	
TOTAL COST OF CONSTRUCTION,		\$14,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$14,000 00
Cash assets,		36,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$50,000 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$14,000 00
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$14,000 00
Cash and cash assets,		36,000 00
TOTAL ASSETS,		\$50,000 00
LIABILITIES.		
Capital stock,		\$50,000 00
TOTAL LIABILITIES,		\$50,000 00

PROPER ADDRESS OF THE COMPANY.
SUBURBAN STREET RAILWAY COMPANY,
EQUITABLE BUILDING, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry M. Whitney, *President*, Brookline, Mass. Grenville D. Braman, *Treasurer*, Cohasset, Mass. M. F. Dickinson, Jr., *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry M. Whitney, Brookline, Mass. G. T. W. Braman, Cohasset, Mass. Henry D. Hyde, Boston, Mass. Jonas H. French, Gloucester, Mass. Asa P. Potter, Cohasset, Mass. Ezra H. Baker, Boston, Mass. Jarvis D. Braman, Boston, Mass. I. T. Burr, Newton, Mass. S. N. Brown, Boston, Mass.

HENRY M. WHITNEY,
GRENVILLE T. W. BRAMAN,
I. T. BURR,
JONAS H. FRENCH,
ASA P. POTTER,
JARVIS D. BRAMAN,
A Majority of the Directors.
GRENVILLE D. BRAMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared the above-named Henry M. Whitney, Grenville T. W. Braman, I. T. Burr, Jonas H. French, Asa P. Potter, Jarvis D. Braman and Grenville D. Braman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ELMER P. HOWE,
Justice of the Peace.

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock paid (par value of shares, \$100),	* \$79,000 00
Number of stockholders,	120
DEBT.	
Unfunded debt, as follows: Notes payable,	\$8,000 00
TOTAL GROSS DEBT,	\$8,000 00
Amount of cash assets, viz.:	5,483 32
Cash,	\$5,483 32
NET DEBT,	\$2,516 68
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$50,732 43
EQUIPMENT.	
Horses,	\$8,113 40
Cars,	19,686 50
Other articles of equipment,	1,886 73
TOTAL COST OF EQUIPMENT,	\$29,686 63
LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$8,439 93
TOTAL COST OF LAND AND BUILDINGS,	8,439 93
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$88,858 98
Cash assets,	5,483 32
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$94,342 30
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 15,635),	\$28,732 43
New horses (number, 40),	4,613 40
New cars (number, 9),	9,686 50
Other equipment,	1,886 73
Land and buildings,	1,439 93
TOTAL ADDITION TO PROPERTY,	\$45,858 98

* \$19,000 of this being 50 per cent. of increase of capital.

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$32,917 96
TOTAL INCOME FROM ALL SOURCES,	32,917 96

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track,	\$2,542 05
Repairs of cars and other vehicles, harness and horse-shoeing,	8,814 17
Renewal of horses,	852 25
Wages and salaries of president, treasurer, superintendent and their clerks,	1,700 00
Wages and salaries of all other persons employed in operating the road,	9,178 23
Provender,	6,408 94
Taxes, state and local,	903 22
Insurance,	425 27
Office expenses, and all other expenses not included above,	8,153 71

TOTAL EXPENSES OF OPERATING,	\$28,477 84
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NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$4,440 12
Interest accrued during the year,	200 00
Balance for the year, or surplus,	4,240 12
Surplus at commencement of year,	\$5,502 18
Deduct: Dividend paid 1886,	* 2,400 00
TOTAL SURPLUS SEPT. 30, 1887,	7,342 30

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box cars,	13
Open cars,	10
Horses,	83
Harnesses (pairs of),	24
Sleighs,	4
Other articles of equipment: Ploughs,	2
Largest number of horses owned at any time during the year,	83
Smallest number of horses owned at any time during the year,	43
Average number of horses owned during the year,	70

General Balance Sheet Sept. 30, 1887.

ASSETS.

Construction,	\$50,732 43
Equipment,	29,686 62
Land and buildings,	8,439 93
Cash and cash assets,	5,488 32
TOTAL ASSETS,	\$94,342 30

LIABILITIES.

Capital stock,	\$79,000 00
Unfunded debt,	8,000 00
Surplus,	7,342 30
TOTAL LIABILITIES,	\$94,342 30

* 6 per cent. on \$40,000 of capital stock.

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
Dr.		
To expenses,		\$28,477 84
interest,		200 00
dividends,		2,400 00
Balance carried forward Sept. 30, 1887,		7,342 30
		<hr/> \$38,420 14
CR.		
By balance Sept. 30, 1886,		\$5,502 18
total income,		\$2,917 96
		<hr/> \$38,420 14
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		7.000 miles.
Aggregate length of switches, sidings, etc., . . . . .		.335 "
Total length of track, measured as single track,		7.335 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,		7.000 "
MILES RUN, ETC.		
Total number of miles run during the year,		130,790
Total number of passengers carried in the cars,		685,501
Total number of round trips for the year,		33,111
Number of persons regularly employed by company,		28
Rates of fare: 5 cents, 8 cents on commutated fares on a special contract.		

PROPER ADDRESS OF THE COMPANY.
TAUNTON STREET RAILWAY COMPANY,
TAUNTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William C. Lovering, *President*; George C. Morse, *Superintendent*; Henry M. Lovering, *Treasurer*; Orville A. Barker, *Clerk of Corporation*,—all of Taunton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry G. Reed, P. I. Perrin, William C. Lovering, S. N. Staples, Henry M. Lovering, William H. Phillips, Charles Foster, N. H. Skinner, Ezra Davol,—all of Taunton, Mass.

S. N. STAPLES,
P. I. PERRIN,
HENRY G. REED,
CHARLES FOSTER,
EZRA DAVOL,
HENRY M. LOVERING,
Directors.
HENRY M. LOVERING,
Treasurer.
GEO. C. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Oct. 17, 1887. Then personally appeared S. N. Staples, P. I. Perrin, Henry G. Reed, Charles Foster and Ezra Davol, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY M. LOVERING,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Oct. 18, 1887. Then personally appeared Henry M. Lovering, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

G. EDGAR WILLIAMS,
Justice of the Peace.

REPORT

OF THE

UNION STREET RAILWAY COMPANY,

FOR THE 5 MONTHS ENDING SEPTEMBER 30, 1887.

[The Acushnet and the New Bedford & Fairhaven Street Railway Companies were consolidated under this name, in accordance with an Act of the Legislature; Chapter 91, Acts of 1887.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$260,000 00	
Capital stock authorized by votes of company,	260,000 00	
Capital stock paid (par value of shares, \$100),		\$260,000 00
Number of stockholders,	176	
DEBT.		
Unfunded debt, as follows:		\$101,067 00
Notes payable,	\$92,873 13	
Accounts payable,	8,193 87	
TOTAL GROSS DEBT,		\$101,067 00
Amount of cash assets, viz.:		4,712 72
Cash,	\$3,318 62	
Supplies,	1,315 00	
Debit balances,	79 10	
NET DEBT,		\$96,354 28
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$199,145 35	
Interest during construction, commissions, discounts, etc.,	3,295 86	
Engineering, agencies, salaries, and other expenses during construction,	2,614 90	
TOTAL COST OF CONSTRUCTION,		\$205,056 11
EQUIPMENT.		
Horses,		\$33,950 66
Cars,		54,538 73
Other articles of equipment,		6,603 87
TOTAL COST OF EQUIPMENT,		\$95,092 76
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$22,811 90
Buildings owned by company needed in operating road,		46,131 73
TOTAL COST OF LAND AND BUILDINGS,		\$68,943 63

TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$369,092 49
Cash assets,	4,712 72
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$373,805 21
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE 5 MONTHS.	
Extension of tracks,	\$4,129 69
Other equipment,	1,218 00
Buildings,	133 20
TOTAL ADDITION TO PROPERTY,	\$5,480 89
Property sold or reduced in valuation on the books, viz.:	9,385 13
2 cars sold,	\$500 00
25 horses sold,	1,935 13
Reduction in valuation of horses,	6,900 00
NET REDUCTION TO PROPERTY FOR THE 5 MONTHS,	\$3,854 24
REVENUE FOR THE 5 MONTHS.	
Received from passengers on railways operated by this company,	\$62,564 21
Received from mails and express,	78 50
Received from sales of manure,	506 42
TOTAL EARNINGS,	\$63,149 13
Income from other sources:	
Rent of buildings and land,	171 37
TOTAL INCOME FROM ALL SOURCES,	\$63,320 50
EXPENSES OF OPERATING THE RAILWAY FOR THE 5 MONTHS.	
Repairs of road-bed and track,	\$2,039 21
Repairs of cars and other vehicles, harness and horse-shoeing,	4,538 58
Repairs of buildings,	129 16
Wages and salaries of president, treasurer, superintendent and their clerks,	1,779 86
Wages and salaries of all other persons employed in operating the road,	24,253 35
Provender,	11,985 74
Taxes, state and local,	577 68
Insurance,	1,164 31
Damages for injuries to persons and property,	31 31
Office expenses, and all other expenses not included above,	2,804 53
TOTAL EXPENSES OF OPERATING,	\$49,303 73
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$14,016 77
Interest accrued during the 5 months,	2,979 82
Balance for the 5 months, or surplus,	11,037 45
Surplus at commencement of year,	\$11,167 66
Deduct:	
Equalization of stock in consolidation,	\$1,250 00
Acushnet Street Railway, bills paid,	43 67
New Bedford & Fairhaven Street Railway, bills paid,	1,273 23
Reduction in valuation of horses,	6,900 00
	9,466 90

Surplus at commencement of year as changed by aforesaid entries,	\$1,700 76
TOTAL SURPLUS SEPT. 30, 1887,	12,738 21

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.

Box cars,	43
Open cars,	39
Horses,	276
Harnesses (pairs of),	64
Sleighs,	3
Other articles of equipment:	
Snow ploughs,	2
Snow sleds,	6
Buggy,	1
Express wagons,	2
Largest number of horses owned at any time during the year,	303
Smallest number of horses owned at any time during the year,	276

General Balance Sheet Sept. 30, 1887.

ASSETS.	
Construction,	\$205,056 11
Equipment,	95,092 76
Land and buildings,	68,943 62
Cash and cash assets,	4,712 72
TOTAL ASSETS,	\$373,805 21
LIABILITIES.	
Capital stock,	\$260,000 00
Unfunded debt,	101,067 00
Surplus,	12,738 21
TOTAL LIABILITIES,	\$373,805 21

Copy of Profit & Loss Account for the 5 Months ending Sept. 30, 1887.

DR.	
To expenses,	\$49,303 73
interest,	2,979 32
equalization of stock on consolidation,	1,250 00
bills of Acushnet Street Railway paid,	43 67
bills of New Bedford & Fairhaven Street Railway paid,	1,273 23
reduction in valuation of horses,	6,900 00
balance carried forward Sept. 30, 1887,	12,738 21
	\$74,488 16
CR.	
By balance May 1, 1887,	\$11,167 66
total income,	63,320 50
	\$74,488 16

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	16.402 miles.
Aggregate length of switches, sidings, etc.,	1.684 "
Total length of track, measured as single track,	18.086 "
Total length of track paved,	16.564 "
Weight of rail per yard, and description of rail: 8.840 steel, 50 pounds; 1.417 steel, 85 pounds; 1,370 iron, 45 pounds; 2.650 iron, 35 pounds; 7.125 Johnson steel, 38½ pounds.	
Description of the several lines or routes operated by the company:	
Main line from Lund's Corner through Acushnet Avenue, Weld, Purchase, Fourth, Rivet and Water Streets and French Avenue to Woodlawn Grove. From Fourth through Potomska and Water Streets to Rivet Street. From Weld Street through Acushnet Avenue, Bedford, Sixth and County Streets to Bay View Pavilion. From Bedford through Green, Allen and Dartmouth Streets to Rural Cemetery. From Mount Pleasant Street through Durfee, Cedar, Morgan, Ash and Union Streets to Acushnet Avenue. From Cedar Street through Parker, Summer, Elm, Sixth, William, Second and Middle Streets and across the bridge, and through Main, Church and Fort Streets to Fort Phoenix (with branch from Main Street to Old Colony Depot). On South Street, from Main Street to stable. On Main Street, from Bridge Street to Oxford Village. On Second Street, in New Bedford, from William to Union Street, and on Union Street to Acushnet Avenue. On Sixth Street, from Union to William Street. On Kempton Street, from Summer Street to Rockdale Avenue. On Durfee Street, from Cedar Street to Shawmut Avenue. On Pearl Street, from Purchase Street to Old Colony Depot. On Weld Street, from Purchase Street to repair shop.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	16.402 miles.

MILES RUN, ETC.

Total number of miles run during the 5 months,	244,484
Total number of passengers carried in the cars,	1,344,693
Total number of round trips for the 5 months,	55,874
Number of persons regularly employed by company,	108
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

September 3, 1887. — Man, with bundles in his hands, tried to get on open car while in motion. Slipped and fell, and somewhat bruised.

PROPER ADDRESS OF THE COMPANY.
UNION STREET RAILWAY COMPANY,
NEW BEDFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel C. Hart, *President*, New Bedford, Mass. William M. Allen, *Superintendent of Transportation*, New Bedford, Mass. Charles E. Cook, *Superintendent of Equipment*, New Bedford, Mass. Andrew G. Pierce, *Treasurer*, New Bedford, Mass. Abbott P. Smith, *Clerk of Corporation*, New Bedford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel C. Hart, New Bedford, Mass. Andrew G. Pierce, New Bedford, Mass. William W. Crapo, New Bedford, Mass. Jonathan Bourne, New Bedford, Mass. Abbott P. Smith, New Bedford, Mass. Jos. A. Beauvais, New Bedford, Mass. Charles E. Cook, New Bedford, Mass. Charles H. Gifford, New Bedford, Mass. Weston Howland, Fairhaven, Mass.

SAM'L C. HART,
WM. W. CRAPO,
J. A. BEAUVAIS,
WESTON HOWLAND,
JONA. BOURNE,
CHARLES E. COOK,
CHAS. H. GIFFORD,
AND'W G. PIERCE,

Directors.

AND'W G. PIERCE,

Treasurer.

WILLIAM H. ALLEN,

Superintendent of Transportation.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 30, 1887. Then personally appeared Samuel C. Hart, Wm. W. Crapo, J. A. Beauvais, Weston Howland, Jona. Bourne, Chas. E. Cook, Chas. H. Gifford and Andrew G. Pierce, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER GIFFORD,

Justice of the Peace.

REPORT

OF THE

WALTHAM & NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$30,000 00
Capital stock authorized by votes of company,	30,000 00
Capital stock paid (par value of shares, \$100),	
Number of stockholders,	89
	\$30,000 00
DEBT.	
Unfunded debt, as follows:	
Bills payable,	\$15,400 00
TOTAL GROSS DEBT,	\$15,400 00
Amount of cash assets, viz.:	
Cash,	1,388 26
NET DEBT,	\$14,061 74
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$37,498 41
EQUIPMENT.	
Horses,	\$2,500 00
Cars,	5,797 25
Other articles of equipment,	1,064 62
TOTAL COST OF EQUIPMENT,	\$9,361 87
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$500 00
Buildings owned by company needed in operating road,	2,948 88
TOTAL COST OF LAND AND BUILDINGS,	\$3,448 88
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$50,304 16
Cash assets,	1,388 26
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$51,642 42
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New cars (number, 1),	\$637 50
TOTAL ADDITION TO PROPERTY,	637 50

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$12,962 22
Received from mails and express,	50 00
Received from sales of manure,	100 00
TOTAL INCOME FROM ALL SOURCES,	\$13,112 22
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,068 43
Repairs of cars and other vehicles,	379 87
Wages and salaries of president, treasurer, superintendent and their clerks,	945 00
Wages and salaries of all other persons employed in operating the road,	4,322 34
Provender,	2,150 13
Taxes, state and local,	88 88
Insurance,	101 00
Office expenses, and all other expenses not included above,	2,388 33
TOTAL EXPENSES OF OPERATING,	\$11,393 98
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,718 24
Balance for the year, or surplus,	1,718 24
Surplus at commencement of year,	4,524 18
TOTAL SURPLUS SEPT. 30, 1887,	6,242 42
INVENTORY OF EQUIPMENT, SEPTEMBER 30, 1887.	
Box cars,	5
Open cars,	3
Horses,	20
Harnesses (pairs of),	6
Omnibuses,	2
Sleighs,	8
Largest number of horses owned at any time during the year,	20
Smallest number of horses owned at any time during the year,	18
Average number of horses owned during the year,	19
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$37,498 41
Equipment,	9,361 87
Land and buildings,	3,448 88
Cash and cash assets,	1,338 26
TOTAL ASSETS,	\$51,642 42
LIABILITIES.	
Capital stock,	\$30,000 00
Unfunded debt,	15,400 00
Surplus,	6,242 42
TOTAL LIABILITIES,	\$51,642 42

Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$11,393 98
Balance carried forward Sept. 30, 1887,	6,242 42
	\$17,636 40
CR.	
By balance Sept. 30, 1886,	\$4,524 18
total income,	13,112 22
	\$17,636 40
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	8.211 miles.
Aggregate length of switches, sidings, etc., . . . . .	.190 "
Total length of track, measured as single track,	8.401 "
Total length of track paved,	1,900 feet.
Total length of railway measured as single track, not including sidings, etc., operated by this company,	8.211 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	88,383
Total number of passengers carried in the cars,	256,939
Total number of round trips for the year,	5,969
Number of persons regularly employed by company, . . .	8
Rates of fare: Six cents; five tickets for 25 cents.	

PROPER ADDRESS OF THE COMPANY.

WALTHAM & NEWTON STREET RAILWAY COMPANY,
WALTHAM, MASS.

NAME AND RESIDENCE OF OFFICERS.

R. E. Robbins, *President*, Boston, Mass. Henry Bond, *Superintendent, Treasurer and Clerk of Corporation*, Waltham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

R. E. Robbins, Boston, Mass. G. E. Allen, West Newton, Mass. G. L. Almy, Waltham, Mass. F. Buttrick, Waltham, Mass. C. M. Bodge, Waltham, Mass. H. P. Sherman, Waltham, Mass. George H. Shirley, Waltham, Mass. L. C. Lane, Waltham, Mass. Henry Bond, Waltham, Mass.

R. E. ROBBINS,
L. C. LANE,
CHARLES M. BODGE,
GEO. E. ALLEN,
HENRY BOND,
HENRY BOND, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. WALTHAM, Oct. 26, 1887. Then personally appeared R. E. Robbins, L. C. Lane, Henry Bond, G. E. Allen and Charles M. Bodge, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY N. FISHER,

Justice of the Peace.

REPORT

OF THE

WEST END STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

[In process of construction.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock paid (par value of shares, \$50),	80,000 00	
Number of stockholders,	15	
DEBT.		
Unfunded debt, as follows:		
Owed Suburban Street Railway Company,	\$15,000 00	
TOTAL GROSS DEBT,		\$15,000 00
Amount of cash assets, viz.:		27,457 66
Cash,	\$139 41	
Debit balances,	27,318 25	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$5,502 69	
Track, including timber, rails, etc., and laying,	38,103 16	
Interest during construction, commissions, discounts, etc. (credit),	166 40	
Engineering, agencies, salaries, and other expenses during construction,	17,361 16	
TOTAL COST OF CONSTRUCTION,		\$60,800 61
EQUIPMENT.		
Cars,		\$6,741 73
TOTAL COST OF EQUIPMENT,		6,741 73
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$67,542 34
Cash assets,		27,457 66
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$95,000 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		{ \$43,439 45
New cars (number, 1),		17,361 16
		6,741 73
NET ADDITION TO PROPERTY FOR THE YEAR,		\$67,542 34

General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$60,800 61
Equipment,	6,741 73
Cash and cash assets,	27,457 66
TOTAL ASSETS,	\$95,000 00
LIABILITIES.	
Capital stock,	\$80,000 00
Unfunded debt,	15,000 00
TOTAL LIABILITIES,	\$95,000 00

PROPER ADDRESS OF THE COMPANY.
WEST END STREET RAILWAY COMPANY,
 EQUITABLE BUILDING, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry M. Whitney, *President*, Brookline, Mass. Grenville D. Braman, *Treasurer*, Cohasset, Mass. Elmer P. Howe, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry M. Whitney, Brookline, Mass. Grenville T. W. Braman, Cohasset, Mass. Henry D. Hyde, Boston, Mass. Asa P. Potter, Cohasset, Mass. Jonas H. French, Gloucester, Mass. Jarvis D. Braman, Boston, Mass. Ezra H. Baker, Boston, Mass. I. T. Burr, Newton, Mass. M. F. Dickinson, Jr., Boston, Mass.

HENRY M. WHITNEY,
 I. T. BURR,
 JONAS H. FRENCH,
 JARVIS D. BRAMAN,
 GRENVILLE T. W. BRAMAN,
 ASA P. POTTER,
 M. F. DICKINSON, JR.,
A Majority of the Directors.
 GRENVILLE D. BRAMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1887. Then personally appeared the above-named Henry M. Whitney, I. T. Burr, Jonas H. French, Jarvis D. Braman, Grenville T. W. Braman, Asa P. Potter, M. F. Dickinson, Jr., and Grenville D. Braman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ELMER P. HOWE,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1887.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$75,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares \$50),		\$50,000 00
Number of stockholders,	43	
DEBT.		
Unfunded debt, as follows:		
Unpaid dividends,		\$163 50
TOTAL GROSS DEBT,		\$163 50
Amount of cash assets, viz.:		286 85
Cash,	\$286 85	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$50,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$50,000 00
Cash assets,		286 85
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$50,286 85
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent:		\$3,000 00
Lynn & Boston Railroad Company,	\$3,000 00	
TOTAL INCOME FROM ALL SOURCES,		\$3,000 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME,		\$3,000 00
Dividends declared (6 per cent.) for the year,		3,000 00
Surplus at commencement of year.		123 35
TOTAL SURPLUS SEPT. 30, 1887,		123 25
General Balance Sheet Sept. 30, 1887.		
ASSETS.		
Construction,		\$50,000
Cash and cash assets,		286 85
TOTAL ASSETS,		\$50,286 85

LIABILITIES.		
Capital stock,		\$50,000 00
Unfunded debt,		163 50
Surplus,		123 35
TOTAL LIABILITIES,		\$50,286 85
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.		
Dr.		
To dividends,		\$3,000 00
Balance carried forward Sept. 30, 1887,		123 35
		\$3,123 35
Cr.		
By balance Sept. 30, 1886,		\$123 35
total income,		3,000 00
		\$3,123 35
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,	1.8832 miles.	
Aggregate length of switches, sidings, etc., . . . . .	.0734 "	
Total length of track measured as single track,	1.9566 "	
Total length of track paved: All paved.		
Weight of rail per yard, and description of rail: 48 pounds per yard; street rail.		

PROPER ADDRESS OF THE COMPANY.

• WINNISIMMET RAILROAD COMPANY,

13 TREMONT ROW, ROOM 2, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William R. Pearmain, *President*, Chelsea, Mass. E. Francis Oliver,
Treasurer and Clerk of Corporation, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William R. Pearmain, Chelsea, Mass. Thomas P. Proctor, Boston, Mass.
Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.
E. Francis Oliver, Boston, Mass.

WILLIAM R. PEARMAIN,
THOS. P. PROCTOR,
E. FRANCIS OLIVER,
Directors.
E. F. OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1887. Then personally appeared Thomas P. Proctor and E. Francis Oliver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALBERT C. BURRAGE,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1887. Then personally appeared William R. Pearmain, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JAMES S. GREEN,

Justice of the Peace.

REPORT

OF THE

WORCESTER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MAY 31, 1887.

[This company was consolidated with the Citizens' Street Railway Company, May 31, 1887, under the name of the Worcester Consolidated Street Railway Company, in accordance with Chapter 284 of the Acts of 1887.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock paid (par value of shares, \$100),		\$40,000 00
Number of stockholders,	8	
DEBT.		
Funded debt, as follows :		\$28,000 00
First mortgage bonds due, rate of interest,		
6 per cent.,	\$20,000 00	
Second mortgage bonds due, rate of interest,		
6 per cent.,	8,000 00	
Unfunded debt, as follows :		73,585 67
Mortgage notes,	\$23,000 00	
Notes payable,	45,987 00	
Accounts,	4,598 67	
TOTAL GROSS DEBT,		\$101,585 67
Amount of cash assets, viz. :		8,010 52
Supplies,	\$1,765 14	
Debit balances,	6,245 38	
NET DEBT,		\$93,575 15
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including timber, rails, etc., and laying,	\$104,680 88	
Interest during construction, commissions, discounts, etc., and engineering, agencies, salaries, and other expenses during construction,	1,757 98	
TOTAL COST OF CONSTRUCTION,		\$106,438 86
EQUIPMENT.		
Horses,		\$22,950 00
Cars,		24,949 23
Other articles of equipment,		6,223 78
TOTAL COST OF EQUIPMENT,		\$54,123 01

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$33,930 38
Buildings owned by company needed in operating road, . . .	13,393 40
TOTAL COST OF LAND AND BUILDINGS, . . .	\$47,323 78
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$207,885 65
Cash assets,	8,010 52
TOTAL PROPERTY AND ASSETS OF THE COMPANY, . . .	\$215,896 17
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (engineering and expenses), . . .	\$1,757 98
New horses (number, 17),	2,340 00
New cars (number, 3),	2,929 18
Other equipment,	1,034 88
Land and buildings,	4,864 05
TOTAL ADDITION TO PROPERTY,	\$12,426 09
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$59,357 74
Received from other railways as tolls or rent:	1,615 05
Citizens' Railway, rent of barn and office, . . . \$1,200 00	
Citizens' Railway, tolls, 143 00	
Blacksmith shop, rent, 272 05	
Received from sales of manure,	632 73
TOTAL EARNINGS,	\$61,605 52
Income from other sources:	473 25
Advertising in cars, \$473 25	
TOTAL INCOME FROM ALL SOURCES,	\$62,078 77
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
• Repairs of road-bed and track,	\$4,745 04
Repairs of cars and other vehicles, harness and horse-shoeing,	5,436 45
Repairs of buildings,	885 52
Renewal of horses,	1,044 16
Wages and salaries of president, treasurer, superintendent and their clerks,	2,929 17
Wages and salaries of all other persons employed in operating the road,	19,203 98
Provender,	10,936 55
Taxes, state and local,	1,254 48
Insurance,	565 00
Damages for injuries to persons and property,	5 00
Office expenses, and all other expenses not included above,	7,782 18
TOTAL EXPENSES OF OPERATING,	\$54,787 53
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$7,291 24
Interest accrued during the year,	3,745 62
Balance for the year, or surplus,	3,545 62
Surplus at commencement of year, \$70,841 56	
Deduct: Accounts charged off, 76 68	
Surplus at commencement of year as changed by aforesaid entries,	70,764 88
TOTAL SURPLUS MAY 31, 1887,*	74,310 50

* Worcester Street Railway Company and Citizens' Street Railway Company consolidated.

INVENTORY OF EQUIPMENT MAY 31, 1887.	
Box-cars,	15
Open cars,	16
Horses,	159
Harnesses (pairs of),	30
Other articles of equipment:	
1 wagon, 1 tip-cart, 1 handcart, 4 snow ploughs, 3 snow sleds, 3 traverse runners, 2 buggies, 1 phaeton, 1 sleigh, 1 horse-power.	
Largest number of horses owned at any time during the year,	159
Smallest number of horses owned at any time during the year,	142
Average number of horses owned during the year,	146
General Balance Sheet May 31, 1887.	
ASSETS.	
Construction,	\$106,438 86
Equipment,	54,123 01
Land and buildings,	47,323 78
Cash and cash assets,	8,010 52
TOTAL ASSETS,	\$215,896 17
LIABILITIES.	
Capital stock,	\$40,000 00
Funded debt,	28,000 00
Unfunded debt,	73,585 67
Surplus,	74,310 50
TOTAL LIABILITIES,	\$215,896 17
Copy of Profit and Loss Account for the Period ending May 31, 1887.	
Dr.	
To expenses,	\$54,787 53
Interest,	3,745 62
Balance carried forward May 31, 1887,	74,310 50
	\$132,843 65
Cr.	
By balance Sept. 30, 1886,	\$70,764 88
total income,	62,078 77
	\$132,843 65
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	6.631 miles.
Aggregate length of switches, sidings, etc., . . . . .	.372 "
Total length of track, measured as single track,	7.003 "
Total length of track paved,	7.003 "
Weight of rail per yard, and description of rail: Most all steel, 36 and 40 pounds.	

Description of the several lines or routes operated by the company:	
Main line from Adams Square via Lincoln and Main Streets to Webster Square; double-tracked from Lincoln Square to Claremont Street. Front Street Line from Main Street via Front Street to Union Depot; double-tracked.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	6.631 miles.
MILES RUN, ETC.	
Total number of miles run during the year, . . .	178,816
Total number of passengers carried in the cars, . . .	1,236,349
Total number of round trips for the year, . . .	34,662
Number of persons regularly employed by lessee, . . .	60
Rates of fare, . . .	5 and 8 cents.

PROPER ADDRESS OF THE COMPANY.

WORCESTER STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

George H. Seeley, *President*, New York, N. Y. J. N. Akarman, *Superintendent*, Worcester, Mass. H. S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED:

George H. Seeley, New York, N. Y. N. Seeley, New York, N. Y. Charles B. Pratt, Worcester, Mass. George McAleer, Worcester, Mass. H. S. Seeley, Worcester, Mass.

CHAS. B. PRATT,

H. S. SEELEY,

N. S. LISCOMB,

Directors.

H. S. SEELEY,

Treasurer.

JOHN N. AKARMAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Oct. 31, 1887. Then personally appeared Charles B. Pratt, H. S. Seeley, N. S. Liscomb and John N. Akarman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. H. WAITE,

Justice of the Peace.

REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,

FOR THE PERIOD ENDING SEPTEMBER 30, 1887.

[This company was formed by the consolidation of the Citizens' and Worcester Street Railway Companies, and this return is from May 31, 1887, the date of the consolidation.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$350,000	00	
Capital stock authorized by votes of company,	350,000	00	
Capital stock paid (par value of shares, \$100),			\$350,000 00
Number of stockholders,		31	
DEBT.			
Funded debt, as follows:			\$24,000 00
Bonds due, rate of interest 6 per cent.,	\$24,000	00	
Unfunded debt, as follows:			160,699 77
Notes payable,	146,000	00	
Accounts,	14,699	77	
TOTAL GROSS DEBT,			\$184,699 77
Amount of cash assets, viz:			18,719 06
Cash,	\$18,861	68	
Supplies,	8,750	00	
Debit balances,	1,607	38	
NET DEBT,			\$165,980 71
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, and track, including timber, rails, etc., and laying,	\$293,027	51	
Engineering, agencies, salaries, and other expenses during construction,	1,236	41	
TOTAL COST OF CONSTRUCTION,			\$294,263 92
EQUIPMENT.			
Horses,			\$48,336 00
Cars,			51,140 44
Other articles of equipment,			9,937 84
TOTAL COST OF EQUIPMENT,			\$109,414 28

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$70,824 10
Buildings owned by company needed in operating road, . . .	52,910 02
TOTAL COST OF LAND AND BUILDINGS,	\$123,734 12
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$527,412 32
Cash assets,	18,719 06
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$546,131 38
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 8,328),	\$10,166 54
Worcester Street Railway purchased,	187,474 48
New horses (number, 20),	3,000 00
New cars (number, 7),	5,246 60
Other equipment,	449 81
Worcester Street Railway purchased,	61,395 25
Land and buildings,	13,406 48
Worcester Street Railway purchased,	94,200 00
TOTAL ADDITION TO PROPERTY,	\$375,339 11
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$69,604 53
Received from sales of manure,	733 69
TOTAL EARNINGS,	\$70,338 22
Income from other sources : Advertising in cars,	731 99
TOTAL INCOME FROM ALL SOURCES,	\$71,070 21
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$2,617 11
Repairs of cars and other vehicles, harness and horse-shoeing,	5,228 12
Repairs of buildings,	1,005 71
Renewal of horses,	4,091 75
Wages and salaries of president, treasurer, superintendent and their clerks,	2,226 00
Wages and salaries of all other persons employed in operating the road,	20,771 74
Provender,*	8,657 77
Taxes, state and local,	3,142 50
Rent and tolls paid other companies for use of their roads,	77 78
Insurance,	7 50
Damages for injuries to persons and property,	240 98
Office expenses, and all other expenses not included above,	3,065 57
TOTAL EXPENSES OF OPERATING,	\$51,127 53
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . .	\$19,942 68
Interest accrued during the year,	1,985 48
Dividends declared (3 per cent.) for the six months,	10,500 00
Balance for the year, or surplus,	7,457 20
Surplus at commencement of year,	3,974 41
TOTAL SURPLUS SEPT. 30, 1887,	11,431 61

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1887.	
Box cars,	28
Open cars,	30
Horses,	297
Harnesses (pairs of),	444
Sleighs,	5
Other articles of equipment:	
Two truck wagons, 1 tip-cart, 1 handcart, 4 snow ploughs, snow sleds, 3 sets traverse runners, 2 buggies, 1 phaeton, 1 sleigh, 1 horse-power, 4 hay cutters.	
Largest number of horses owned at any time during the year,	309
Smallest number of horses owned at any time during the year,	223
Average number of horses owned during the year,	264
General Balance Sheet Sept. 30, 1887.	
ASSETS.	
Construction,	\$294,263 92
Equipment,	109,414 28
Land and buildings,	123,734 12
Other property,	18,719 06
TOTAL ASSETS,	\$546,131 38
LIABILITIES.	
Capital stock,	\$350,000 00
Funded debt,	24,000 00
Unfunded debt,	160,699 77
Surplus,	11,431 61
TOTAL LIABILITIES,	\$546,131 38
Copy of Profit and Loss Account for the Year ending Sept. 30, 1887.	
DR.	
To expenses,	\$51,127 53
interest,	1,985 48
dividends,	10,500 00
balance carried forward Sept. 30, 1887,	11,431 61
	\$75,044 62
Cr.	
By balance May 31, 1887,	\$3,974 41
total income,	71,070 21
	\$75,044 62
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	14.611 miles.
Aggregate length of switches, sidings, etc.,	1.196 "
Total length of track, measured as single track,	15.807 "
Weight of rail per yard, and description of rail: Most all steel, 36 and 40 pounds.	

Description of the several lines or routes operated by the company:

Park Avenue to Union Depot; Polytechnic Institute to Rural Cemetery; Lincoln Square to Stearns Square; Lincoln Square to Quinsigamond; Adams Square to New Worcester; Lincoln Square to Union Depot; Lincoln Square to New Worcester; Perkins Street to New Worcester; New Worcester to Union Depot.

Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .

14.611 miles.

MILES RUN, ETC.

Total number of miles run during the year,	208,842
Total number of passengers carried in the cars,	1,450,870
Total number of round trips for the year,	88,127
Number of persons regularly employed by company,	122
Rates of fare: Five cents, and 3 cents for children,	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

A small child crept under a car, unseen by any one, while the car was stopped to take on a passenger; car ran over the child's arm and crushed it, so that amputation was necessary.

PROPER ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles B. Pratt, *President*, Worcester, Mass. John N. Akarman, *Superintendent* Worcester, Mass. Harry S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles B. Pratt, Worcester, Mass. N. S. Liscomb, Worcester, Mass.
H. Fobes, Worcester, Mass. T. M. Rogers, Worcester, Mass. H. S.
Seeley, Worcester, Mass. George H. Seeley, New York, N. Y.; N. Seeley,
New York, N. Y.

CHAS. B. PRATT,
H. S. SEELEY,
N. S. LISCOMB,
HIRAM FOBES,

Directors.

H. S. SEELEY,

Treasurer.

JOHN N. AKARMAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Oct. 31, 1887. Then personally appeared
Charles B. Pratt, H. S. Seeley, N. S. Liscomb, Hiram Fobes and John N.
Akarman, and severally made oath to the truth of the foregoing statement
by them subscribed, according to their best knowledge and belief.

A. H. WAITE,

Justice of the Peace.

LEASES AND CONTRACTS.

LEASES AND CONTRACTS.

LEASE

OF BOSTON & LOWELL RAILROAD TO BOSTON & MAINE RAILROAD.

THIS INDENTURE, made in duplicate this twenty-second day of June, A. D. 1887, by and between the Boston and Lowell Railroad Corporation, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts, party of the first part, and hereinafter denominated the "Lessor," and the Boston and Maine Railroad, a corporation existing under and by virtue of the laws of said Commonwealth, and under and by virtue of the laws of the States of Maine and New Hampshire, party of the second part, and hereinafter denominated the "Lessee,"

Witnesseth, That the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants, and engagements herein made by the other, have granted, covenanted and agreed, and do hereby grant, covenant, and agree, each to and with the other, and its successors and assigns, as follows, to wit:—

I.

The lessor doth grant, demise, and lease unto the lessee, its successors, and assigns, its railroad and railroad property of every description, including therein its railroad, lands, docks, and wharves within or without said Commonwealth, branches, tracks, side-tracks, road-beds, superstructure, station-houses, depot-grounds, depots, viaducts, bridges, piers, shops, buildings, fixtures, engines, cars, rolling-stock, machinery, tools, furniture, telegraph-apparatus, equipment, material and supplies, and all rights, franchises, easements, privileges, and appurtenances thereto belonging, together with the right to demand and receive all tolls, rent, revenue, income, and profits of the demised premises; including also therein, all the right, title, and interest of the lessor in and to any and all railroads operated by it, under lease or otherwise, so far as the same are assignable or transferable by the lessor without violation of law or of agreement, but not otherwise; and in and to any stock of other railroads owned by it, all dividends thereon, and its right of voting on the same; and in and to any bonds, obligations, and contracts of or with other railroads, corporations, or individuals, and all income or other advantages and benefits to be derived therefrom, a schedule of which stock and bonds is hereunto annexed; hereby assigning and transferring unto the lessee, subject to all legal obligations and incumbrances thereon, all its railroad, railroad property, franchises, and assets of every description, except as above stated.

TO HAVE AND TO HOLD all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine years from and after the first day of April, A. D. 1887, the said lessee keeping and performing the covenants herein contained on its part to be kept and performed, and yielding and paying rent for the said premises to the amount and in the manner following, to wit:—

1. The lessee shall pay all operating expenses of the lessor, and of all railroads of which it shall come into possession, or which it shall operate under and by virtue of this instrument, there being included therein as part thereof, all repairs and renewals; all expenditures arising out of any contract, obligation, business, negligence, or mis-

feasance, or however otherwise arising, and whether the liability for the same now exist or be hereafter created, in any way connected with the use and operation of the demised premises, or of railroads operated by the lessee or the lessor, as herein provided, and including damages to persons or property, insurance, all taxes of every description, Federal, State and municipal, upon property, business, franchises, or capital stock; all expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness, or that of any road owned, leased or operated by it; any expenditures hereinafter declared to be operating expenses; and the organization expenses of the lessor for which, in addition to sufficient office accommodations to be furnished by the lessee at the present station of the lessor in Boston, or at such station as shall be erected in its place, there shall be paid to the lessor at the end of each successive three months during the term of this lease the sum of seventeen hundred and fifty dollars (\$1,750).

2. The lessee shall pay, as the same become due, the rentals of all railroads of which it shall come into possession, or which it shall operate, under and by virtue of this instrument, during the continuance of this lease, and of all roads leased to this lessor according to the terms of the several leases, and the interest on the indebtedness of the lessor, and on the indebtedness of all roads leased or operated by the lessor which this lessor is under obligation to pay, a schedule whereof is hereto annexed, and upon such future indebtedness as shall be created for the purposes herein provided, and to that end shall pay to the lessor such sums of money at such times as shall enable it to punctually meet the interest on such indebtedness as the same matures. The lessee shall assume and pay the current expenses and indebtedness upon open account of the lessor outstanding at the date of this lease, and the same shall be accounted for and re-imbursed to the lessee at the termination of this lease. The lessor shall turn over to the lessee all cash on hand, outstanding bills, notes, and accounts receivable, and all sums received thereon and all such cash on hand shall be accounted for and paid over to the lessor without interest at the termination of this lease.

3. The lessee shall pay to the lessor, on the first day of July, A. D. 1887, the sum of one hundred ninety-three thousand five hundred twenty-nine dollars (\$193,529), being three and one-half per cent ($3\frac{1}{2}\%$) upon its now existing capital stock; shall pay to the lessor the same sum on the first days of every succeeding January and July until and including the first day of January, A. D. 1897; shall thereafter, on the first days of every succeeding July and January, during the term of this lease, pay to the lessor the sum of two hundred twenty-one thousand one hundred seventy-six dollars (\$21,176), being four per cent. (4%) on its now existing capital stock; and for any portion of any half year the rent for which remains unpaid at the expiration or earlier termination of this lease, shall pay the lessor rent *pro rata* at the rate in force at the time of such termination: *provided, also*, that from and after any increase of the lessor's capital stock, as herein provided, the semi-annual payments, to be made as above, shall be increased so that each payment shall be of an amount equal to three and one-half per cent. ($3\frac{1}{2}\%$), if before July 1, A. D. 1897, and to four per cent. (4%) on and after July 1, A. D. 1897 upon all the lessor's capital stock issued and outstanding at the time of such payment.

II.

The lessor covenants that, if it be found impracticable to at once deliver immediate possession of any railroad leased or operated by it at the inception of this lease, by reason of any agreement to the contrary, or other reason, it will use all reasonable efforts to deliver, and will deliver possession thereof, as soon as practicable. The lessor shall meanwhile continue in the possession of such railroad, and, under the direction of the lessee in all respects, shall continue to use and operate the same under its contract with the company owning the same, and to pay the rental or other consideration agreed to be paid for the use of the same and to receive the earnings thereof, but shall immediately transfer and pay over all such earnings to the lessee to its own use, which, in consideration thereof, shall reimburse the lessor for all expenditures, and indemnify and hold it harmless against all costs, claims, and liabilities arising out of the lessor's possession and operation of said railroad, or under and by virtue of its lease or other contract for operating the same.

III.

The lessee shall assume all traffic balances due from the lessor to other railroads or transportation companies; shall assume all contracts of the lessor for equipment, supplies, and material, and all other contracts and liabilities of the lessor to and with individuals or corporations, expressed or implied (its contracts with the holders of its indebtedness as scheduled excepted); and shall assume and defend all suits against the lessor arising out of or in any way connected with the past or future use and operation of the demised premises and roads, or roads hereafter received or operated by the lessee or the lessor, as herein provided, and pay all judgments obtained thereon.

IV.

The lessee shall pay the interest upon any portion of the indebtedness of the lessor, or of its leased or operated lines, that shall be renewed or extended during the term of this lease in like manner as upon the same indebtedness before renewal or extension; and, in case the lessee shall take up or purchase and enforce by foreclosure or otherwise, any indebtedness of any of the said leased or operated lines which shall not be so renewed or extended, the securities so taken up or purchased, and all title, benefit, or advantage of the enforcement thereof shall enure to the lessor at the termination of this lease upon its reimbursing to the lessee all sums paid and expenses incurred in so taking up, purchasing, and enforcing the same.

If the lessor shall be duly authorized to construct, complete, and equip the main line of the Central Massachusetts Railroad Company, and to construct a branch or extension thereof between Palmer and Holyoke, as provided in the lease of said Central Massachusetts Railroad Company to the lessor, and to issue its bonds to meet the cost of such completion, equipment, and construction, the lessor shall, under the direction of the lessee, construct, complete, and equip said main line, and construct, complete, and equip said branch, as provided by said lease, and issue its bonds to meet the cost thereof. Said road and branch, as fast as it is completed and equipped, shall pass to the lessee by this indenture, if the Central Massachusetts Railroad Company shall consent to the assignment of its lease, or, in default of such consent, and until the same be given, the same shall be operated by the lessor upon the same terms and conditions as above provided in Article II. of this Indenture, as to the other railroads whereof the lessor is unable to deliver immediate possession; and the lessee shall be subject to the same duties and liabilities in relation thereto as in relation to other roads leased to the lessor, and shall pay the interest upon said bonds, and perform, or cause to be performed, the agreements contained in said lease to be performed by this lessor. If the lessor shall be duly authorized to buy the property and franchises of the Mystic River Corporation, the Ocean Terminal Railroad Company, and the Ocean Terminal Railroad Dock and Elevator Company, the lessor shall issue its bonds or stock to an amount sufficient to pay for such properties and franchises, and for such improvements on the real estate of said companies and the property of the lessor on Mystic River as the lessee may deem necessary and proper to fit the same for the efficient and convenient transaction of business. The lessor shall issue its stock or bonds without delay for the funding of its existing floating indebtedness, to wit: all its indebtedness represented by notes payable, including notes given the Nashua and Lowell Railroad Corporation, if the same can be so funded, but not its current debts or open accounts. If, with the assent of the directors of the lessor, or after a decision of the Railroad Commissioners that the same are necessary and proper, as provided in Article VII. hereof, the lessee shall make permanent additions to or improvements upon the demised premises, the lessor shall also issue stock or bonds to an amount sufficient to meet the cost thereof. In all the cases herein provided for in which stock or bonds is or are to be issued by the lessor, the lessor shall issue both or either class of securities, as the lessee may request, but in each case only so far as it may legally do so: *provided, however*, that if the lessor shall require additional legislative authority to enable it to issue either class of securities, as desired by the lessee, the lessor shall, at the request and expense of the lessee, do all acts and things necessary to procure such authority. Stock so issued, as herein provided, after the inception of this lease, shall, from the time of such issue, be deemed

part of the lessor's capital stock, within the provisions of clause 3 of Article I. of this lease. Bonds so issued, as herein provided, after the inception of this lease, shall be scheduled, and the interest thereon paid as part of the lessor's indebtedness under and pursuant to clause 2 of Article I. hereof. The indebtedness of said lessor, as scheduled, shall be renewed by the lessor with the aid of the lessee as the same matures, and the whole, or any portion thereof, shall, at the request and under the direction of the lessee, be refunded at such time or times as may be practicable, at the lowest rate of interest practicable, any benefits from reduced rates of interest consequent upon such renewal or refunding of the indebtedness of the lessor, or of any of its leased or operated lines to enure to the lessee. The term of such renewal shall not extend beyond the term of this lease without the consent of the lessor.

V.

Leases and contracts of the lessor for the operation of other railroads terminating during the term of this lease shall be renewed by the lessor under the direction and with the assent of the lessee upon the most favorable terms practicable. But the said lessee shall not be bound to assent to the renewal of such lease or contract at a rental exceeding the rental payable at the inception of this lease, unless upon application by the lessor to the Board of Railroad Commissioners said renewal shall be decided to be necessary to the reasonable protection of the interest of the lessor. Leases and contracts so renewed shall be subject to all the provisions of this lease as effectually as if now existing and herein included, and upon the expiration or earlier determination of this lease, shall be reassigned to and enure to the benefit of the lessor. The lessor shall also make and execute such other leases or operating contracts with other railroad companies as the lessee may request, every such lease or contract, however, if the lessor shall so elect, by its terms, to expire at or before the expiration of the term of the lease created by these presents, and all obligations and liabilities arising therefrom to be assumed and sustained exclusively by the lessee, and the lessor shall be held harmless from any loss arising therefrom. The lessee agrees that any lease or operating contract hereafter made with any railroad or railroad company or corporation mentioned in chapter 459 of the Acts of the Commonwealth of Massachusetts for the year 1869, with the exception of the Manchester & Lawrence, or with the Addison, Burlington & Lamoille, Consolidated Vermont, Central Vermont, St. Johnsbury & Lake Champlain, Lamoille Valley extension, Manchester & Keene, Missisquoi, Nashua, Acton & Boston, Cheshire, Montpelier & Wells River, Montpelier & White River, Southeastern, Mt. Washington, New London Northern, Newport & Richford, Peterboro' & Hillsboro', Peterboro', Profile & Franconia Notch, Brattleboro' & Whitehall, Southern Vermont, Vermont Valley, Whitefield & Jefferson, Massawippi Valley, Woodstock, or Central Massachusetts Railroad, or any of them, or with any branch or extension of any such railroads, shall be made or executed with the lessor, and not with the lessee or any person or corporation acting in its behalf, such lease or contract at the expiration or earlier determination of this lease to enure to the benefit of the lessor.

VI.

The lessee shall have the right of voting on all stock owned by the lessor in other railroads or corporations, except as hereinafter provided, and said stock shall not be sold or otherwise disposed of by the lessee, nor by the lessor except with the assent of the lessee.

The shares of the stock of the lessor in the St. Johnsbury and Lake Champlain Railroad Company shall be voted by the lessee so as to promote the interests of that corporation and of the lessor's system of roads, and so as to keep the roads of that company in as good condition and repair as the same are now in, and, on all questions of increase of capital, of transferring the possession or operation of its road by lease or operating contract, or of the sale of its road to any other company, or of consolidation with any other company, shall be voted by the lessee only with the assent of the lessor manifested by vote of its directors. That the interest charges of the St. Johnsbury and Lake Champlain Railroad Company may be reduced to the lowest practicable point, the lessee's voting power may be used at its discretion to extend, renew, or refund said indebted-

ness, or any part thereof, to foreclose any existing mortgage of the company's property, to make any new mortgage thereof, to reorganize said company, and to do all other acts and things necessary and proper for the reduction of its fixed charges, and consistent with the preservation, unimpaired, of the lessor's interest in said company as herein demised: *provided, however*, that the lessee hereby guarantees to the lessor, the preservation, unimpaired, of its interest in and control of said St. Johnsbury and Lake Champlain Railroad Company as herein demised, and, at the expiration or earlier termination of this lease, will return to the lessor either the stock, debt, and bonds hereby demised, or other stock, debt, and bonds giving the same interest in, and conferring the same control of, the St. Johnsbury and Lake Champlain Railroad Company as the securities herein demised.

VII.

The lessee shall have the right to make such changes in passenger stations, tracks, and terminal grounds in Boston and elsewhere, and to establish such union stations and to make such separations of railroad grade-crossings as the safety and accommodation of the public and the convenient and economical transaction of business may in its judgment require: *provided, however*, that, at the expiration or earlier termination of this lease, the lessor's stations, tracks, and terminal grounds shall be returned to it in as good order and repair as the same are now in, and so that the same shall be equally well fitted for the independent use and operation of its own road or its leased roads by the lessor.

The lessee shall have the right to make permanent additions to and improvements upon the demised premises, which shall include any increase in track mileage, buildings, structures, and bridges additional to those existing at the inception of this lease; and buildings, structures, and bridges replacing those existing at the inception of this lease, so far as the cost of such new buildings, structures, and bridges exceeds the cost or restoring such old buildings, structures, and bridges to as good a condition as when new. Such permanent additions and improvements shall, if assented to by the lessor or decided by the Railroad Commissioners to be necessary and proper, be paid for by the lessor, so far as it has or can procure the power to do so in the manner provided in Article IV. of this lease, otherwise shall be paid for by the lessor at the expiration or earlier termination of this lease in the manner hereinafter provided.

VIII.

The said lessee shall, at its own expense, maintain and keep the demised premises, and all the property and fixtures of every description which it shall receive or operate under this lease, in as good order and condition as the same now are or shall be when received by the lessee, so that there shall be no depreciation in the same or any part thereof; and, at the expiration or earlier termination of this lease, shall return the same to the lessor in the same good order and condition, and shall put the lessor in possession of all its leased roads and property at said time operated by said lessee or said lessor under this indenture. The lessee shall use and operate the railroads and properties herein demised, in accordance with the charter of the lessor, and of the several corporations whose roads are so operated, and the laws of the Commonwealth of Massachusetts, and of the States of New Hampshire and Vermont, and of the United States, so far as the same are respectively applicable; shall furnish all cars, engines, rolling-stock, and equipment of every description required, in addition to the like property hereby demised, for the due operation of the railroads operated under and by virtue of this lease; shall observe and perform all the provisions of contracts of the lessor with railroads now leased or operated by it or which may be leased or operated by it or under the provisions of this indenture; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property destroyed, or to making permanent improvements, not in the nature of ordinary repairs, upon the demised premises; shall apply the proceeds of the rolling-stock, equipment and other personal property herein demised, which it may deem advisable to sell, and which it is hereby authorized to sell at its discretion, so as to substitute therefor like property of equal value; shall replace buildings or structures on

the demised premises taken down or removed, and which the lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures, or permanent improvements upon the demised premises, of equal value, and equally convenient for the use of the lessor should this lease be terminated; shall furnish the directors and treasurer of the lessor with free annual passes over all the railroads operated by or for the lessee; shall permit the demised premises to be inspected annually by the lessor's directors and by some competent person appointed by the lessor, who shall report to the lessor the condition of said premises and shall, for the purpose of such inspection, be furnished with free transportation over the railroads operated by the lessee under this lease, and shall receive a reasonable compensation for his services, to be paid as part of the lessor's operating expenses; shall make all returns required by law, and shall furnish the lessor with such abstracts of accounts as shall enable it to make all returns required of the lessor; shall not assign this lease nor underlet the premises, or any part thereof, except such portions thereof as in the judgment of the lessee may not be required for railroad uses, without the written assent of the lessor first had and obtained; and shall cause all rolling-stock hereby demised and all rolling-stock substituted for that herein demised and added thereto, to be distinguished by appropriate names, numbers or letters; and at the end of the term of this lease, or at any earlier termination thereof from any cause whatever, shall surrender the real and personal estate now or hereafter demised as aforesaid, to be ascertained and determined according to the inventory hereinafter provided for in the like good order and condition in which they are at the inception of this lease or when received by the lessee or may be put during the term, with all improvements thereon or additions thereto, the amount of money, materials and supplies to be surrendered or accounted for to the lessor to be equivalent in value to the amount on hand at the inception of this lease, as shown by said inventory, and all stocks, bonds and securities, or any bonds or securities substituted therefor under the provisions of this indenture to be returned at the expiration or other earlier termination of this lease: *provided*, that, at the expiration or earlier termination of this lease, the lessor shall pay to the lessee the value of any permanent improvements and additions not already paid for by the lessor, the said value to be determined, unless agreed upon by the parties, by the board of arbitrators provided for in the twelfth article of this lease.

IX.

That the property herein demised and to be accounted for at the expiration or earlier termination of this lease may be accurately determined, there shall be made, as of the day when this lease takes effect, a full, complete and particular inventory, description, and appraisal of all estate and property, real and personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease, and to this, from time to time, shall be added such other estate and property as shall come into the possession of the lessee under the terms of this lease. Such inventory, description, and appraisal, and the additions thereto from time to time, shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory, description, and appraisal shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature, value, and condition of the property demised at the inception of this lease or at the time of the additions thereto in all cases in which any question of such nature, condition, or value may arise.

X.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall do all acts and things, and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property, rights, franchises, and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall not increase its capital stock as now existing and issued without the assent of the lessee, except as provided in this lease. To further secure the lessee in the beneficial enjoyment of the property, franchises, rights, and privileges herein demised and specified, the lessor con-

stitutes the lessee its attorney irrevocable, with full right and power, at the lessee's expense, to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding, and enjoying the premises herein demised and specified, and for all purposes consistent with the true scope and intent of this instrument.

XI.

This lease is upon the condition that, if the lessee shall at any time fail to make the lessor, as part of the rent herein reserved, the payments herein stipulated to be made to it to enable it to pay the interest on its indebtedness, or shall fail for thirty days to make any semi-annual payment as stipulated for in clause 3 of Article I. hereof, then, and in such case, the lessor may at once enter upon the demised premises, and upon any part thereof, as for the whole; and expel the lessee, and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises, and of all premises then in possession of the lessee or the lessor under this indenture, and of every part thereof in its original right, and as if this lease had never been made; and upon the further condition, that if the lessee shall fail to perform any other of the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the lessor, the lessor shall have the like right to enter and expel the lessee, and revest in itself its former estate in the demised premises, and all premises then in possession of the lessee or the lessor under this indenture, and every part thereof: *provided, however*, that such entry by the lessor for breach of condition, shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenants, or any other rights secured by this lease in case of its termination before the expiration of the time thereof.

XII.

In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done under and by virtue of it, or growing out of it, the matter in controversy shall be referred by written submission to the arbitration of referees to be chosen in the manner following: one shall be chosen by each of the parties hereto, or if either shall unreasonably fail or neglect to appoint a referee when requested by the other, the Board of Railroad Commissioners may, after due notice to the party so failing or neglecting, appoint a referee. The third shall be selected by the two so chosen. The arbitrators shall hear the parties, after due notice to each of them, and if either party fail to attend after such notice, may proceed *ex parte*. The award in writing of said arbitrators, or a majority of them, being duly notified to the parties, shall be final and conclusive upon them.

IN TESTIMONY WHEREOF, the said parties, by their respective presidents and treasurers, thereunto duly authorized, have caused their corporate seals to be hereto affixed, and these presents to be executed the day and year first above written.

BOSTON AND LOWELL RAILROAD CORPORATION,
(Signed) By EDWIN MOREY, *President*.
C. E. A. BARTLETT, *Treasurer*. [SEAL.]

BOSTON AND MAINE RAILROAD,
(Signed) By GEORGE C. LORD, *President*.
AMOS BLANCHARD, *Treasurer*. [SEAL.]

LEASE

OF MANCHESTER & LAWRENCE RAILROAD TO BOSTON & MAINE RAILROAD.

THIS INDENTURE, made in triplicate, this first day of June, 1887, by and between the Manchester and Lawrence Railroad, a corporation existing under and by virtue of the laws of the State of New Hampshire, party of the first part, and hereinafter denominated the "Lessor," and the Boston and Maine Railroad, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts, and under and by virtue of the laws of the States of Maine and New Hampshire, party of the second part, and hereinafter denominated the "Lessee" :—

Witnesseth, That the said parties each for itself, its successors and assigns, and each in consideration of the grants, covenants and engagements herein made by the other, have granted, covenanted and agreed, and do hereby grant, covenant and agree, each to and with the other, and its successors and assigns, as follows, to wit :—

I.

The lessor doth grant, demise and lease unto the lessee, its successors and assigns, its railroad and property of every description, contained in the inventory and schedule hereafter referred to—including therein its railroad and lands wherever situated, its branches, tracks, side-tracks, road-bed, superstructure, station-houses, depot grounds, depots, viaducts, bridges, piers, shops, buildings, fixtures, engines, cars, rolling-stock, machinery, tools, furniture, telegraph apparatus, equipment, material and supplies, and all rights, franchises, easements, privileges and appurtenances thereto belonging, together with the right to demand and receive all tolls, rent, revenue, income and profits of the demised premises; including also therein all the right, title and interest of the lessor in and to any bonds, obligations and contracts of or with, or claims upon other railroads, corporations or individuals, and all income or other advantages and benefits to be derived therefrom, a schedule of which stock, bonds, contracts and claims is hereto annexed; hereby assigning and transferring unto the lessee its railroad and railroad property with the franchises appertaining to said railroad and the property hereby demised, and its assets of every description, excepting and reserving all claims against the Concord Railroad and all balances that may be found due upon accounting with the corporation or upon any adjustment or compromise thereof, and the cash, cash securities, and the shares of stock in the Suncook Valley and Mount Washington Railroads now held by the lessor.

TO HAVE AND TO HOLD all and singular the demised premises to the lessee, its successors and assigns, for and during the term of fifty years from and after the first day of September, A. D. 1887, the said lessee keeping and performing the covenants herein contained, on its part to be kept and performed, and yielding and paying rent for the said premises to the amount and in the manner following, to wit :—

1. The lessee shall pay the operating expenses of the lessor, there being included therein as part thereof all repairs and renewals; all expenditures arising out of any contract, obligation, business, negligence or misfeasance or however otherwise arising from and after the inception of this lease and in any way connected with the use and operation of the demised premises, and including damages to persons or property, insurance, all taxes of every description, Federal, State or municipal, upon property, business, franchises or capital stock; any expenditures hereinafter declared to be operating expenses; and the organization expenses of the lessor, for which there shall be paid to the lessor at the end of each successive three months, during the term of this lease, the sum of five hundred dollars (\$500).

2. The lessee shall pay to the lessor on the first day of November, A. D. 1887, the sum of sixteen thousand six hundred sixty-six and 67-100 dollars (\$16,666.67); shall thereafter pay to the lessor on the first days of May and November in each year during the term of this lease the sum of fifty thousand dollars (\$50,000); and at the expiration of this lease shall pay to the lessor the sum of thirty-three thousand three hundred thirty-three and 33-100 dollars (\$33,333.33).

II.

The lessee shall assume and defend all suits against the lessor arising out of or in any way connected with the use and operation of the demised premises from and after the inception of this lease, and pay all judgments obtained thereon.

III.

The lessee shall have the right of voting on all stock owned by the lessor in any other railroad or corporation, which stock shall not be sold or otherwise disposed of except by the mutual consent of the lessee and the lessor.

IV.

The lessee shall have the right to make such changes in the tracks, sidings, stations and terminal grounds of the lessor as the safety and accommodation of the public and the convenient and economical transaction of business may in its judgment require: *provided, however*, that at the expiration or earlier termination of this lease the lessor's tracks, sidings, stations and terminal grounds shall be restored to it in as good order and repair as the same are now in, and so that the same shall be equally well fitted for the independent use and operation of its own road by the lessor.

The lessee shall have the right to make permanent additions to and improvements upon the demised premises, which shall include any increase in track mileage, buildings, structures and bridges, additional to those existing at the inception of this lease, and buildings, structures and bridges replacing those existing at the inception of this lease, so far as the cost of such new buildings, structures and bridges exceeds the cost of restoring such old buildings, structures and bridges to as good a condition as when new. Such permanent additions and improvements shall be paid for by the lessor at the expiration or earlier termination of this lease, the value thereof to be determined, unless agreed upon by the parties, by the board of arbitrators provided for in Article IX. of this lease.

The lessor shall make and execute such other leases and operating contracts with other railroad companies as the lessee may request: *provided, however*, that every such lease or contract, if the lessor shall so elect, shall, by its terms, expire at or before the expiration of the term of the lease created by these presents, and that all obligations liabilities and losses arising therefrom shall be assumed and borne by the lessee exclusively, and the lessee shall indemnify the lessor against any claim arising by reason of such lease or contract.

V.

The lessee shall use and operate the railroad property herein demised in accordance with the charter of the lessor and the laws of the State of New Hampshire; shall furnish all cars, engines, rolling-stock and equipment of every description required, in addition to the like property hereby demised for the due operation of the railroad operated under, and by virtue of, this lease; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property destroyed or to making permanent improvements not in the nature of ordinary repairs upon the demised premises; shall apply the proceeds of rolling-stock, equipment and other personal property herein demised which it may deem advisable to sell, and which it is hereby authorized to sell at its discretion, so as to substitute therefor like property of equal value; shall replace buildings or structures on the demised premises taken down or removed, and which the lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures and permanent improvements upon the demised premises of equal value; shall furnish the directors of the lessor with free annual passes over the railroads operated by the lessee during the continuance of this lease; shall permit the demised premises to be inspected annually by some competent person appointed by the lessor, who shall report to the lessor the condition of said premises, and shall, for the purpose of such inspection, be furnished with free transportation over the railroad operated by the lessee under this lease and shall receive a reasonable compensation for his services to be paid as part of the lessor's operating expenses; shall make all returns required by law and shall furnish the lessor

with such abstracts of its accounts as shall enable it to make all returns required of the lessor; shall not assign this lease, nor under-let, nor permit any other party to occupy or use the whole nor any part of the demised premises, except such portions thereof as may not be required for railroad uses, without the written assent of the lessor first had and obtained; shall keep the demised premises in the same good order and condition as the same are when received by the lessee under this lease; shall cause all rolling-stock substituted for that herein demised and added thereto to be distinguished by appropriate names, numbers or letters; and at the end of the term of this lease or at any earlier termination thereof from any cause whatever shall surrender the demised premises and every part thereof (to be ascertained and determined according to the inventory hereinafter provided for) in the like good order and condition in which they are at the inception of this lease or may be put during the term — the amount of materials and supplies to be surrendered or accounted for to the lessor to be equivalent in value to the amount on hand at the inception of this lease as shown by said inventory.

VI.

That the property herein demised and to be accounted for at the expiration or earlier termination of this lease may be accurately determined, there shall be made, as of the day when this lease takes effect, a full, complete and particular inventory, description and appraisal of all the estate and property, real and personal, belonging to the lessor and coming into the possession of the lessee by virtue of this lease. Such inventory, description and appraisal shall be made by two competent persons, one selected by each party; in the case of their disagreement as to the appraisal, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory, description and appraisal shall be made in duplicate and an original furnished to each party, and shall be evidence of the nature, value and condition of the property demised at the inception of this lease in all cases in which any question of such nature, condition or value may arise.

VII.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites of law; shall do all acts and things and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property, rights, franchises and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall not increase its capital stock as now existing and issued without the assent of the lessee. To further secure the lessee in the beneficial enjoyment of the property, franchises, rights and privileges herein demised and specified, the lessor constitutes the lessee its attorney irrevocable, with full right and power at the lessee's expense, to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises herein demised and specified and for all purposes consistent with the true scope and intent of this instrument.

VIII.

This lease is upon the condition that if the lessee shall fail for thirty days to make any semi-annual payment as stipulated for in clause 2 of Article I. hereof, then and in such case the lessor may at once enter upon the demised premises and upon any part thereof as for the whole and expel the lessee and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises and of every part thereof in its original right and as if this lease had never been made; and upon the further condition that if the lessee shall fail to perform all the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the lessor to one of the directors of the lessee, the lessor shall have the like right to enter and expel the lessee and revert in itself its former estate in the demised premises and every part thereof: *provided, however*, that such entry by the lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenants.

IX.

In case of any disagreement between the parties hereto as to the true intent and meaning of this lease, or any part thereof, or as to anything done under and by virtue of it or growing out of it, the matter in controversy shall be referred by written submission to the arbitration of referees to be chosen in the manner following: one shall be chosen by each of the parties hereto, or if either shall unreasonably fail or neglect to appoint a referee when requested by the other, the Board of Railroad Commissioners of the State of New Hampshire may, after due notice to the parties so failing or neglecting, appoint a referee; the third shall be selected by the two so chosen. The referees shall hear the parties after due notice to each of them, and if either party fail to attend after such notice may proceed *ex parte*. The award in writing of said referees, or a majority of them, being duly notified to the parties shall be final and conclusive upon them.

IN TESTIMONY WHEREOF, the said parties by their respective presidents and treasurers, thereunto duly authorized, have caused their corporate seals to be hereto affixed and these presents to be executed the day and year first above written.

MANCHESTER AND LAWRENCE RAILROAD,

(Signed)

By CHAS. A. SINCLAIR, *President*.HENRY CHANDLER, *Treasurer*. [SEAL.]

BOSTON AND MAINE RAILROAD,

(Signed)

By GEORGE C. LORD, *President*.AMOS BLANCHARD, *Treasurer*. [SEAL.]

LEASE

OF THE NEW HAVEN & NORTHAMPTON RAILROAD TO THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

THIS INDENTURE witnesseth, that the New Haven and Northampton Company has let, and hereby demises and lets, for the term of ninety-nine years from and after the first day of April, 1887, unto the New York, New Haven and Hartford Railroad Company all and singular the railways of the said New Haven and Northampton Company, commencing at the channel in the harbor of the city of New Haven, in the State of Connecticut, thence running northerly through the said city and the towns of New Haven, Hamden, Cheshire, Southington, Plainville, Farmington, Avon, Simsbury, East Granby, Granby and Suffield, in said State, thence northerly from the boundary line between the States of Massachusetts and Connecticut, through the towns of Southwick, Westfield, Southampton, Easthampton, Northampton, Hatfield, Whately, Deerfield and Conway, to its junction with the Fitchburg Railroad, in the State of Massachusetts; and also the railway between its point of junction in the town of Farmington and its terminus in the town of New Hartford, running through the towns of Burlington and Canton, in the State of Connecticut; and also the railway running from the point of junction to the village of Tariffville, in the town of Simsbury, in the State of Connecticut; and also the railway between its point of junction in the town of Northampton and its terminus in the town of Williamsburg, in the State of Massachusetts; and also the railway between its point of junction in the town of Deerfield and its terminus in the town of Montague, in the State of Massachusetts; also all the rights the lessor has or ought to have by reason of certain indentures of agreements between the Holyoke and Westfield Railroad Company and the lessor, dated December 3, A. D. 1870, and recorded in the Hampden County (Massachusetts) Registry of Deeds, book No. 282, page 183 *et seq.*, and May 4, 1878, and recorded in book No. 356, page 576 *et seq.*, in said Registry of Deeds, in the railway of said Holyoke and Westfield Railroad Company, extending from its junction with the railroad of the lessor, in the town of Westfield, thence through the town of West Springfield to its terminus in the

city of Holyoke, in the State of Massachusetts, with the branch tracks therewith connected in said city of Holyoke; as all said railways now are and as they may hereafter be located and constructed; and all the real estate and terminal facilities of the lessor in said city of New Haven; and all the real estate and personal property of the lessor of every name and nature and wherever situate; and also all the rights, franchises and privileges of the lessor of every description; and all contracts, papers, documents, maps and surveys of every kind relating to the property hereby demised, and to any and all the rights, franchises, privileges and obligations of the lessor, together with all the tolls, income, issues and profits to be derived from the operation of the lessor's said railroads; excepting, however, the directors' and stockholders' record books, vouchers and books of account prior to April 1, 1887, the seal of the lessor, the stock and bonds of the Holyoke and Westfield Railroad Company and the stock of the Southington Water Company, and the property hereinafter conveyed absolutely to the lessee.

And the lessor hereby covenants with the lessee that it will suffer and permit the lessee (it keeping all the covenants on its part as herein contained) to keep, possess and enjoy said premises, property, rights and privileges during the term aforesaid without hindrance or molestation from, by or under said lessor, its successors or assigns; subject to certain mortgages by the lessor, dated December 12, 1868, December 1, 1874, and April 15, 1879, recorded in the office of the Secretary of State of Connecticut, and a certain other mortgage recorded in the Registry of Deeds for Hampshire and Franklin Counties, in the State of Massachusetts, dated March 23d, A. D. 1881.

And the lessee covenants with the lessor to pay to it as rent therefor, annually during the first three years of said term, one dollar upon each share of the capital stock of the lessor now outstanding or hereafter issued by the lessor at the request of the lessee as herein provided; and annually during the second three years of said term, two dollars upon each share of said capital stock; and annually during the third three years of said term, three dollars upon each share of said capital stock; and thereafter in each year of said term, four dollars upon each share of said capital stock, which shall be paid to the holders thereof by the lessee in equal semi-annual payments in each year, on the last secular day of each of the months of September and March during the continuance of this lease, according to their respective holdings as the same may be registered on the stock books of the lessor on the twentieth days of said months. And said lessee, in addition to the rent aforesaid, hereby covenants and agrees with said lessor to pay, for the benefit of the lessor, to the several holders of any and all bonds of the lessor or guaranteed by it now outstanding or that may hereafter be issued or guaranteed by the lessor during said term at the request of the lessee as herein provided, the interest due or to become due from time to time on said bonds and each of them, as and when the same becomes due and payable.

And the lessee further covenants with the lessor to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, or renewals thereof, or which may be imposed upon the capital stock, indebtedness, franchises and revenues of the lessor, or on said rental or any part of the same; said payments to be made to the authority or treasurer entitled by law to receive the same, whether such law be that of the United States, or any State or municipal corporation, so that said lessor shall be saved harmless, during the continuance of this lease, from any such tax, assessment or charge, under laws or proceedings made or authorized by the United States or any State, and if any taxes or assessments shall be levied against the individual holders of the stock or bonds of the lessor in lieu of upon the lessor itself, its railroad and premises, the same shall be paid by the lessee.

Provided, that if any of said payments shall not be made within thirty days from the time when the same becomes payable, or if other default be made for thirty days in the performance of any other of the covenants of the lessee in this indenture contained, and shall be thereafter continued, for thirty days after written notice of such default has been given to it by the lessor, then this lease shall expire and terminate at the option of

the lessor, which may re-enter upon the demised premises, and the same have and possess as of its former estate, and without such re-entry may recover possession thereof by any statutory proceedings in the nature of a summary process, it being understood that no demand for the rent, or any part thereof, and no re-entry for condition broken as at common law, shall be necessary to enable the lessor to recover such possession, but that all right to any such demand or re-entry is hereby expressly waived by the lessee, saving to the lessor any right to damages for breach of any of the provisions of this indenture.

And whereas, the lessor has executed sundry mortgages covering said demised premises or parts thereof to secure its bonds to the amount of three million two hundred thousand dollars, which will mature during the term of this indenture, and has further guaranteed certain bonds of the Holyoke and Westfield Railroad Company to the amount of two hundred thousand dollars bearing seven per cent. interest due in 1891, and to the further amount of sixty thousand dollars bearing six per cent. interest due in 1898, and has issued other debenture convertible bonds to the amount of seven hundred thousand dollars; it is further agreed that the lessor or the Holyoke and Westfield Railroad Company, or both, may execute and deliver from time to time new mortgages to secure new bonds to be issued or guaranteed in renewal of or substitution for said bonds of, or guaranteed by, the lessor now outstanding, or any part thereof, or in renewal of or substitution for such renewal bonds, and that all such mortgages shall be a lien on the demised premises so far as they may purport to cover the same, paramount to this lease as fully as it executed and delivered prior thereto.

And the lessee covenants with the lessor to pay the necessary costs of preparing and issuing such new bonds and mortgages, but the total amount of the bonds issued or guaranteed by the lessor outstanding at any one time shall never exceed the par value of four million one hundred and sixty thousand dollars, or the rate of interest thereon exceed that now paid or guaranteed by the lessor without the written consent of the lessee.

And the lessee covenants with the lessor that it will operate the lessor's said railroads and maintain said demised premises and property during said term in good order and repair, replacing and renewing whatever becomes defective or worn out from time to time; all new property, improvements and renewals added to or upon the real estate hereby demised to become part of the demised premises, and as such to be delivered up to the lessor at the expiration of this lease, whether occurring before or at the end of the said term, it being understood and agreed that the value of the rolling-stock and equipment, cars, engines, machinery and tools hereby leased is appraised at the sum of seven hundred and fifty thousand dollars, and that the lessor shall, at the termination of this lease, have the option either to demand said sum of seven hundred and fifty thousand dollars from the lessee, or in lieu thereof to demand from the lessee all the rolling stock, equipment, cars, engines, machinery and tools then appertaining to and in use upon the demised premises.

And the lessee hereby covenants with the lessor, its successors or assigns, at the expiration of this lease, whether by lapse of time or otherwise, to deliver possession of said demised premises, franchises and property, with any additions which may have been made thereto as aforesaid, unto the lessor; together with the said rolling-stock, equipments, cars, engines, tools and machinery, or in lieu of said appraised property the sum of seven hundred and fifty thousand dollars, at the option of the lessor, to be signified to the lessee in writing not less than ninety days before the possession is to be transferred or money paid.

And the lessee covenants with the lessor that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises, or otherwise, under this lease; and will, at its own expense, defend all suits brought against the lessor for any such cause and pay the judgments, if any, therein recovered, when demanded on final process; and that it will, during said term, make all returns required by the laws of the United States or of any State from or of the lessor, to any public officer, or other legal authority or assembly;

and that, should any such returns be required by law of the lessor, the lessee will furnish, on demand, so far as it has the means, all information necessary therefor.

And the lessee further covenants with the lessor that it will keep and perform all and singular the contracts relative to the construction, improvement, use, operation and maintenance of the demised premises, which are now in force and binding on the lessor, including all stipulations in any deeds of real estate, to the lessor, or any predecessor in title, as on record; and in the lease of the Holyoke and Westfield Railroad; and that it will make all payments to the party of the second part in a certain indenture made April 15, 1879, between the lessor, as party of the first part and Charles N. Yeamans, George St. John Sheffield and Daniel Trowbridge, party of the second part, recorded in the book of Railroad Mortgages, Vol. 2, p. 185, in the office of the Secretary of State of Connecticut, and also recorded in the Hampshire County Registry of Deeds in the State of Massachusetts, in book 347, p. 181, and in the Hampden County Registry of Deeds in said State, book 364, p. 397 according as said payments, to wit: payments of seventy-five hundred dollars each on the first day of October and April annually for the better security or redemption of the bonds of the lessor secured by said indenture, are or shall become due and payable agreeably to the terms of said indenture, together with any interest which may be due on any such payments, payment whereof may be deferred beyond the time provided in said indenture.

And the lessee further covenants and agrees with the lessor, that it will assume and discharge all the floating indebtedness of the lessor existing at the time when this lease shall take effect, whether then due and payable or not, and whether the same be then liquidated or unliquidated, absolute or contingent; and in consideration of the last mentioned covenant of the lessee, the lessor hereby assigns and conveys to the lessee absolutely, as its own property, all the materials on hand, supplies, accounts due from agents and others, and bills receivable which it may own or have a right to at the time when this lease goes into effect, and also all the moneys it may then have on hand not belonging to its sinking fund.

And the parties hereto mutually covenant, each with the other, that the covenants herein contained shall enure to the benefit of, and be obligatory upon, the parties respectively, and their respective successors and assigns.

And the lessor covenants with the lessee that it will maintain its corporate organization, and, for that purpose, will hold all necessary meetings, elect all necessary officers and make all necessary records and reports; and that it will, from time to time, if requested by the lessee, proceed to appropriate and condemn the title of such real estate as the convenient operation of the demised premises may render desirable; the lessee, however, paying all expenses thereby incurred, including legal expenses; and the lessor also agrees that the lessee may use its name in operating said railroad, or in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of the demised premises, property, rights and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing.

And the lessee further covenants with the lessor that it will furnish and keep all such books, forms and papers, and do and perform all such acts and things at its own cost and expense as may be required for the proper issue, record and transfer of the stock of the lessor, and for the issue, registration and transfer of any bonds of the lessor herein referred to; and will designate a suitable person to act as the transfer agent of the lessor during the continuance of this lease.

And the lessor further covenants with the lessee that it, the lessor, will for the purpose of such permanent improvements to be made upon its property as may be approved by the lessor, and for the purpose of discharging any bonded indebtedness of the lessor (excepting such bonded indebtedness as shall be liquidated by the sinking fund of the lessor), make such further issue of stock or bonds, or both, as shall, from time to time, be by the lessee deemed necessary and proper to be issued, not exceeding, however, the amounts authorized or to be authorized by law; and that it will, at the request of the lessee, execute mortgages of the demised premises to secure the payment of the principal and interest of such bonds; and that it will transfer and deliver to the

lessee, or to such person as the lessee shall name for that purpose, all such issue of stock and bonds; and that it will not issue any stock or bonds, or create any indebtedness or lien upon the demised premises or property otherwise than as hereinbefore provided, except under and in accordance with the directions, or by the previous written consent, of the lessee.

And it is further agreed between the parties that the capital stock of said Holyoke and Westfield Railroad Company shall be retained and held by the lessor as its own property during the continuance of this lease, and that the income thereof shall be appropriated towards the payment of the annual expenses incidental to the lessor's maintaining its corporate organization; and that in case such income in any year shall be less than one thousand dollars, the lessee shall pay to the lessor the difference between said income and said sum of one thousand dollars, or such less sum as shall with said income be necessary to defray said annual expenses of organization.

The lessee further covenants with the lessor that the rental hereby reserved is and shall be subject to the provisions of any existing law of the Commonwealth of Massachusetts.

It is understood also that this lease is subject to approval by the stockholders of the parties hereto in manner required by law.

IN WITNESS WHEREOF, the said parties hereto, under the authority and direction of their respective boards of directors, have caused this instrument to be signed and sealed by their respective presidents this fourteenth day of May, A. D. 1887.

THE NEW HAVEN AND NORTHAMPTON COMPANY,
By CHAS. N. YEAMANS, *President*.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
By CHARLES P. CLARK, *President*.

Signed, sealed and delivered in the presence of
THEO. DAVENPORT, JR.
CHAS. EDGAR MILLS.

STATE OF NEW YORK.

CITY and COUNTY OF NEW YORK, ss. NEW YORK CITY, May 14th, A. D. 1887.
I, CHARLES EDGAR MILLS, a duly authorized Commissioner for the Commonwealth of Massachusetts in New York, and also a Commissioner for the State of Connecticut, residing in New York City and State,

Do hereby certify that on this 14th day of May, A. D. 1887, personally appeared before me the within named Charles N. Yeamans, as the President and agent of The New Haven and Northampton Company, and Charles P. Clark, as the President and agent of The New York, New Haven and Hartford Railroad Company, and acknowledged the foregoing instrument by them signed and sealed to be the free act and deed of the said The New Haven and Northampton Company, and The New York, New Haven and Hartford Railroad Company.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seals this 14th day of May, A. D. 1887.

[L. S.] CHARLES EDGAR MILLS,
Commissioner for Massachusetts in New York.

[L. S.] CHARLES EDGAR MILLS,
Commissioner for Connecticut in New York.

AGREEMENT.

WEST END STREET RAILWAY COMPANY AND METROPOLITAN RAILROAD COMPANY.

THIS AGREEMENT made and entered into this twelfth day of November, A. D. 1887, by and between the West End Street Railway Company, a corporation organized and existing under and by virtue of the laws of this Commonwealth, party of the first part, and the Metropolitan Railroad Company, a corporation organized and existing under and by virtue of the laws of said Commonwealth, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston, party of the second part:

Witnesseth, That, whereas, both of said parties deem it to be for the public and their common interests that all of their property, rights, and franchises should be held, owned and operated by one corporation; and whereas by a recent act of the Legislature of Massachusetts, being chapter 413 of the Acts of 1887, and entitled "An Act to authorize the West End Street Railway Company and certain other street railway companies to lease and to purchase and hold the property, rights and franchises of each other, and to unite and consolidate with each other and certain other street railway companies, and to locate and construct tunnels, and to establish and maintain the cable and electric systems of motive-power, and for other purposes," said West End Street Railway Company is authorized to purchase and hold the whole of the property, rights and franchises of said Metropolitan Railroad Company and said Metropolitan Railroad Company is also authorized to sell, convey and assign the same to the West End Street Railway Company.

And, whereas, Stockholders of said Metropolitan Railroad Company have severally surrendered and transferred to the American Loan and Trust Company hereinafter named, 38,798 shares of the capital stock of said Metropolitan Railroad Company in exchange for shares of the preferred stock of said West End Street Railway Company, as authorized and provided by said chapter 413, all of which stock of said Metropolitan Railroad Company so acquired in exchange has been deposited with and is now held by the American Loan and Trust Company, a corporation incorporated under the authority of this Commonwealth and having its principal place of business in the city of Boston in the county of Suffolk and Commonwealth aforesaid, the said Trust Company having been selected for that purpose by the directors of said West End Street Railway Company, in accordance with the provisions of said chapter 413, so that there are now outstanding but 1,202 shares of the capital stock of said Metropolitan Railroad Company which have not been thus exchanged;

And, whereas, The hereinafter contained terms and conditions of sale of the whole of the property, rights and franchises of the said Metropolitan Railroad Company to the said West End Street Railway Company have been agreed upon first, by the directors of each of said Companies, and then by a majority in interest of the stockholders of each of said Companies at meetings of the stockholders of each of said corporations called for that purpose and approved by the Board of Railroad Commissioners, all as provided in said chapter 413;

Now, therefore, know all men by these presents, That the said Metropolitan Railroad Company in consideration of the premises and of the agreements of the said West End Street Railway Company hereinafter contained and other valuable considerations, does hereby give, grant, bargain, sell, convey, transfer, assign and deliver unto the said West End Street Railway Company, its successors and assigns, the whole of the locations, powers, privileges, rights, franchises, property and estates of said Metropolitan Railroad Company, whether real, personal or mixed, of whatever kind and wherever situated, including all of its lands, buildings, leases, contracts, tracks, horses, harnesses, cars, equipment, supplies, stable equipment and supplies, letters patent, licenses, bills receivable, books, papers, accounts, cash, cash assets and choses in action of every name and nature whether enumerated above or otherwise;

To have, hold, possess, exercise and enjoy all of said locations, powers, privileges, rights, franchises, property and estates, with all the privileges and appurtenances thereto belonging, to the said West End Street Railway Company, and its successors and assigns, to their own use and behoof forever, but subject to all the duties, restrictions and liabilities to which said Metropolitan Railroad Company shall be subject on the day of the execution and delivery hereof.

And the said West End Street Railway Company hereby covenants and agrees with said Metropolitan Railroad Company that as a part of the consideration hereof it will forthwith pay to the said Metropolitan Railroad Company or its order, the sum of \$120,200, being one hundred dollars per share for said 1,202 shares of the capital stock of said Metropolitan Railroad Company outstanding which have not been exchanged for the preferred stock of said West End Street Railway Company as aforesaid; and that as a further consideration it will forthwith furnish and deliver to said Metropolitan Railroad Company upon the delivery to it of these presents, a full and complete release and discharge from said American Loan and Trust Company and said West End Street Railway Company, from any and all claims, rights, demands and interest which they or either of them have or may have in and to the property and estates of said Metropolitan Railroad Company, or to the proceeds arising from the sale thereof on account of or by reason of the 33,798 shares of the capital stock of said Metropolitan Railroad Company surrendered to said Trust Company in exchange for said preferred stock of said West End Street Railway Company as aforesaid, and now held by said Trust Company as provided by said chapter 413 or otherwise.

And the said West End Street Railway Company hereby purchases, accepts, receives and holds all of said locations, powers, privileges, rights, franchises, property and estates, subject to all the duties, restrictions and liabilities of said Metropolitan Railroad Company to which it is this day subject, and further covenants and agrees with said Metropolitan Railroad Company, its successors and assigns, to assume and pay all rentals, and all of the funded, floating and other debts and liabilities of said Metropolitan Railroad Company existing this day whether liquidated or unliquidated, and whether now or hereafter payable as and when the same shall become due and payable, and all legal claims, whether arising from contract or tort, and all future judgments against said Metropolitan Railroad Company, and save and hold said Metropolitan Railroad Company harmless and indemnified therefrom.

And the said Metropolitan Railroad Company hereby covenants and agrees with said West End Street Railway Company that it will upon demand deliver up and pay over to said West End Street Railway Company all of its cash, books, papers and property of every kind, name and description not this day delivered, and make from time to time such further conveyances, releases and acquittances as may be necessary or expedient to give full force, power and effect to this instrument and to said chapter 413, subject to the provisions of which this instrument is executed and delivered, by both parties hereto, and will also convey and assign to said West End Street Railway Company, all property, rights and estates which it may hereafter have, acquire or be entitled to.

And it expressly authorizes and empowers said West End Street Railway Company to use its name in bringing, prosecuting, compounding, settling, compromising or defending any suit or action either in law or equity that may now or hereafter be pending or which said West End Street Railway Company may desire to bring or defend, the latter Company to pay and save and hold harmless the said Metropolitan Railroad Company, and its successors and assigns, from all costs and expenses relating thereto.

And it is hereby mutually agreed by and between the parties hereto that the Treasurer of said Metropolitan Railroad Company shall upon receiving from said West End Street Railway Company said \$120,200 in cash, deposit the same with the American Loan and Trust Company aforesaid as trustee for the said outstanding stockholders of said Metropolitan Railroad Company, to be held and paid out by said Trust Company to the said outstanding several stockholders of said Metropolitan Railroad Company holding said 1,202 shares of stock of said last-named Company, at the rate of one hundred dollars

per share, upon the presentation and proper endorsement of their several certificates of shares of said capital stock.

This instrument shall take effect on the twelfth day of November, 1887, at twelve o'clock at midnight.

In witness whereof, the said West End Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Henry M. Whitney, its president, this twelfth day of November, A. D. 1887.

And the said Metropolitan Railroad Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Calvin A. Richards, its president, this twelfth day of November, A. D. 1887.

METROPOLITAN RAILROAD COMPANY, *

[Corporate Seal.]

By CALVIN A. RICHARDS, *President*.

WEST END STREET RAILWAY COMPANY,

[Corporate Seal.]

By HENRY M. WHITNEY, *President*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1887. Then personally appeared the above-named Calvin A. Richards, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the Metropolitan Railroad Company.

Before me,

M. F. DICKINSON, Jr.,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1887. Then personally appeared the above-named Henry M. Whitney, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the West End Street Railway Company.

Before me,

M. F. DICKINSON, Jr.,

Justice of the Peace.

WEST END STREET RAILWAY COMPANY.

At an adjourned meeting of the Board of Directors of the West End Street Railway Company held on the 21st day of October, 1887, the foregoing agreement for the purchase of the property, rights and franchises of the Metropolitan Railroad Company was submitted, and, upon consideration thereof, it was unanimously

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Metropolitan Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts, and on the 15th day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions set forth in an Agreement in writing of sale and conveyance between this corporation and said Metropolitan Railroad Company this day presented and read to the Board; and that the president in the name and on behalf of this Company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement, and to make and execute said agreement in duplicate and interchangeably to deliver the same. The president is also authorized to insert in said agreement the day of its execution, the day when the same shall take effect, and the number of shares of the capital stock of the said Metropolitan Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of this Company, and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the Directors of the West End Street Railway Company.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the West End Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of determining whether the stockholders would agree to the purchase by said corporation of the property, rights and franchises of the Metropolitan Railroad Company, at which a majority in interest of the stockholders of said West End Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and upon consideration thereof the following vote was adopted by a stock vote, 66,543 shares voting in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Metropolitan Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts, and on the 15th day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions heretofore agreed upon by the directors of this corporation and which are set forth in an agreement in writing of sale and conveyance between this corporation and said Metropolitan Railroad Company this day presented and read to the meeting; and that the president in the name and on behalf of this Company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement, and to take possession of the property so purchased, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate and interchangeably to deliver the same. The president is also authorized and directed to insert in said agreement the day of its execution, the day when the same shall take effect, and the number of shares of the capital stock of the said Metropolitan Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of this Company, and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

METROPOLITAN RAILROAD COMPANY.

At a meeting of the Board of Directors of the Metropolitan Railroad Company held on the 24th day of October, 1887, the foregoing agreement for the sale of the property, rights and franchises of the said corporation to the West End Street Railway Company was submitted, and, upon consideration thereof, it was

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to the Board, a copy of which agreement is to be entered upon the records of this Board following the entry of this day's proceedings; and that the president in the name and on behalf of this Company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to make and execute said agreement in duplicate, and to receive and deliver the same.

The president is also authorized to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

And the Treasurer of this Company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from the said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred dollars per share out of the funds so deposited with said Trust Company to the holders of said outstanding shares who shall present their certificates, properly endorsed, said certificates, when surrendered, to be held by said Trust Company for the benefit of the West End Street Railway Company.

Attest:

W. P. HARVEY, *Secretary*.

METROPOLITAN RAILROAD COMPANY.

At a special meeting of the stockholders of the Metropolitan Railroad Company duly called for and held on Wednesday, the 9th day of November, 1887, for the purpose of considering the question of agreeing to the sale and terms and conditions of sale of the whole of the property, rights and franchises of said corporation to the West End Street Railway Company, as authorized by chapter 413 of the acts of the Legislature of Massachusetts for the year 1887, at which a majority in interest of the stockholders of said Metropolitan Railroad Company was present and voted, the foregoing agreement was presented and read to the meeting, and upon consideration thereof the following vote was adopted by a stock vote, 38,851 shares having voted in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions heretofore agreed upon by the Directors of this corporation and which are set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to this meeting, a copy of which agreement is to be entered upon the records following the entry of this day's proceedings; and that the president, in the name and on behalf of this Company, is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to deliver the property so sold, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate, and to receive and deliver the same.

The president is also authorized and directed to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares. And the Treasurer of this Company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred dollars per share out of the funds so deposited with said Trust Company to the holders of said outstanding shares who shall present their certificates properly endorsed, said certificates, when surrendered, to be held by said Trust Company for the benefit of the West End Street Railway Company.

Attest:

W. P. HARVEY, *Clerk*.

IN BOARD OF RAILROAD COMMISSIONERS,
NOVEMBER 11, 1887.

The foregoing agreement is approved by the Board.

Attest:

WM. A. CRAFTS, *Clerk*.

AGREEMENT.

WEST END STREET RAILWAY COMPANY AND BOSTON CONSOLIDATED STREET RAILWAY COMPANY.

THIS AGREEMENT, made and entered into this twelfth day of November, A. D. 1887, by and between the West End Street Railway Company, a corporation organized and existing under and by virtue of the laws of this Commonwealth, party of the first part, and the Boston Consolidated Street Railway Company, a corporation organized and existing under and by virtue of the laws of said Commonwealth, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston, party of the second part,

Witnesseth, That, whereas, both of said parties deem it to be for the public and their common interests that all of their property, rights and franchises should be held, owned and operated by one corporation; and whereas by a recent act of the Legislature of Massachusetts, being chapter 413 of the Acts of 1887, and entitled "An act to authorize the West End Street Railway Company and certain other street railway companies to lease and to purchase and hold the property, rights and franchises of each other, and to unite and consolidate with each other and certain other street railway companies, and to locate and construct tunnels, and to establish and maintain the cable and electric systems of motive-power, and for other purposes," said West End Street Railway Company is authorized to purchase and hold the whole of the property, rights and franchises of said Boston Consolidated Street Railway Company, and said Boston Consolidated Street Railway Company is also authorized to sell, convey and assign the same to the said West End Street Railway Company;

And, whereas, Stockholders of said Boston Consolidated Street Railway Company have severally surrendered and transferred to the American Loan and Trust Company hereinafter named, 16,698 shares of the capital stock of said Boston Consolidated Street Railway Company in exchange for shares of the preferred stock of said West End Street Railway Company, as authorized and provided by said chapter 413, all which stock of said Boston Consolidated Street Railway Company so acquired in exchange has been deposited with and is now held by the American Loan and Trust Company, a corporation incorporated under the authority of this Commonwealth, and having its principal place of business in the city of Boston in the county of Suffolk and Commonwealth aforesaid, the said Trust Company having been selected for that purpose by the directors of said West End Street Railway Company, in accordance with the provisions of said chapter 413, so that there are now outstanding but 302 shares of the capital stock of said Boston Consolidated Street Railway Company which have not been thus exchanged;

And, whereas, The hereinafter contained terms and conditions of sale of the whole of the property, rights and franchises of the said Boston Consolidated Street Railway Company to the said West End Street Railway Company have been agreed upon, first, by the directors of each of said companies, and then by a majority in interest of the stockholders of each of said companies at meetings of the stockholders of each of said corporations called for that purpose and approved by the Board of Railroad Commissioners all as provided in said chapter 413;

Now, therefore, know all men by these presents, That the said Boston Consolidated Street Railway Company in consideration of the premises and of the agreements of the said West End Street Railway Company hereinafter contained and other valuable considerations, does hereby give, grant, bargain, sell, convey, transfer, assign and deliver unto the said West End Street Railway Company, its successors and assigns, the whole of the locations, powers, privileges, rights, franchises, property and estates of said Boston Consolidated Street Railway Company, whether real, personal, or mixed, of whatever kind and wherever situated, including all of its lands, buildings, leases, contracts, tracks, horses, harnesses, cars, equipment, supplies, stable equipment and supplies, letters patent, licenses, bills receivable, books, papers, accounts, cash, cash assets and choses in action of every name and nature whether enumerated above or otherwise;

To have, hold, possess, exercise and enjoy all of said locations, powers, privileges, rights, franchises, property and estates, with all the privileges and appurtenances thereto belonging, to the said West End Street Railway Company, and its successors and assigns, to their own use and behoof forever, but subject to all the duties, restrictions and liabilities to which said Boston Consolidated Street Railway Company shall be subject on the day of the execution and delivery hereof.

And the said West End Street Railway Company hereby covenants and agrees with said Boston Consolidated Street Railway Company that as a part of the consideration hereof it will forthwith pay to the said Boston Consolidated Street Railway Company or its order, the sum of \$42,989 70-100, being one hundred and forty-two dollars and thirty-five cents per share for said 302 shares of the capital stock of said Boston Consolidated Street Railway Company outstanding which have not been exchanged for the preferred stock of said West End Street Railway Company, as aforesaid, and that as a further consideration it will forthwith furnish and deliver to said Boston Consolidated Street Railway Company upon the delivery to it of these presents, a full and complete release and discharge from said American Loan and Trust Company and said West End Street Railway Company, from any and all claims, rights, demands and interest which they or either of them have or may have in and to the property and estates of said Boston Consolidated Street Railway Company, or to the proceeds arising from the sale thereof on account of or by reason of the 16,698 shares of the capital stock of said Boston Consolidated Street Railway Company surrendered to said trust company in exchange for said preferred stock of said West End Street Railway Company as aforesaid, and now held by said trust Company as provided by said chapter 413 or otherwise.

And the said West End Street Railway Company hereby purchases, accepts, receives, and holds all of said locations, powers, privileges, rights, franchises, property and estates, subject to all the duties, restrictions and liabilities of said Boston Consolidated Street Railway Company to which it is this day subject, and further covenants and agrees with said Boston Consolidated Street Railway Company, its successors and assigns, to assume and pay all rentals, and all of the funded, floating and other debts and liabilities of said Boston Consolidated Street Railway Company existing this day whether liquidated or unliquidated, and whether now or hereafter payable as and when the same shall become due and payable, and all legal claims, whether arising from contract or tort, and all future judgments against said Boston Consolidated Street Railway Company and save and hold said Boston Consolidated Street Railway Company harmless and indemnified therefrom.

And the said Boston Consolidated Street Railway Company hereby covenants and agrees with said West End Street Railway Company, that it will upon demand, deliver up and pay over to said West End Street Railway Company all of its cash, books, papers and property of every kind, name and description not this day delivered, and make from time to time such further conveyance, releases and acquittances as may be necessary or expedient to give full force, power and effect to this instrument and to said chapter 413, subject to the provisions of which this instrument is executed and delivered, by both parties hereto, and will also convey and assign to said West End Street Railway Company, all property, rights and estates which it may hereafter have, acquire, or be entitled to.

And it expressly authorizes and empowers said West End Street Railway Company to use its name in bringing, prosecuting, compounding, settling, compromising or defending any suit or action either in law or equity that may now or hereafter be pending or which said West End Street Railway Company may desire to bring or defend, the latter company to pay and save and hold harmless the Boston Consolidated Street Railway Company, and its successors and assigns, from all costs and expenses relating thereto.

And it is hereby mutually agreed by and between the parties hereto that the treasurer of said Boston Consolidated Street Railway Company, shall, upon receiving from said West End Street Railway Company said \$42,989.70-100 in cash, deposit the same with the American Loan and Trust Company aforesaid as trustee for the said outstanding stockholders of said Boston Consolidated Street Railway Company, to be held and paid out by said trust company to the said outstanding several stockholders of said

Boston Consolidated Street Railway Company holding said 302 shares of stock of said last-named company, at the rate of one hundred and forty-two dollars and thirty-five cents per share, upon the presentation and proper endorsement of their several certificates of shares of said capital stock.

This instrument shall take effect on the twelfth day of November, 1887, at twelve o'clock at midnight.

IN WITNESS WHEREOF the said West End Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Henry M. Whitney, its president, this twelfth day of November, A. D. 1887.

And the said Boston Consolidated Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Charles E. Powers, its president, this twelfth day of November, A. D. 1887.

BOSTON CONSOLIDATED STREET RAILWAY COMPANY,

[CORPORATE SEAL.]

By CHAS. E. POWERS, *President.*

WEST END STREET RAILWAY COMPANY,

[CORPORATE SEAL.]

By HENRY M. WHITNEY, *President.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, Nov. 12, 1887. Then personally appeared the above-named Charles E. Powers and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the Boston Consolidated Street Railway Company.

Before me,

M. F. DICKINSON, JR.,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, Nov. 12, 1887. Then personally appeared the above-named Henry M. Whitney and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the West End Street Railway Company.

Before me,

M. F. DICKINSON, JR.,

Justice of the Peace.

WEST END STREET RAILWAY COMPANY.

At an adjourned meeting of the Board of Directors of the West End Street Railway Company held on the twenty-first day of October, 1887, the foregoing agreement for the purchase of the property, rights and franchises of the Boston Consolidated Street Railway Company was submitted, and, upon consideration thereof, it was unanimously

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Boston Consolidated Street Railway Company, a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston upon the terms and conditions set forth in an agreement in writing of sale and conveyance between this corporation and said Boston Consolidated Street Railway Company this day presented and read to the Board; and that the president in the name and on behalf of this company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement and to make and execute said agreement in duplicate and interchangeably to deliver the same. The president is also authorized to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said Boston Consolidated Street Railway Company that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of this company, and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the Directors of the West End Street Railway Company.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the West End Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of determining whether the stockholders would agree to the purchase by said corporation of the property, rights and franchises of the Boston Consolidated Street Railway Company, at which a majority in interest of the stockholders of said West End Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof, the following vote was adopted by a stock vote, 66,543 shares voting in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Boston Consolidated Street Railway Company, a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston upon the terms and conditions heretofore agreed upon by the directors of this corporation and which are set forth in an agreement in writing of sale and conveyance between this corporation and said Boston Consolidated Street Railway Company this day presented and read to the meeting; and that the president in the name and on behalf of this Company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement and to take possession of the property so purchased, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate and interchangeably to deliver the same.

The president is also authorized and directed to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said Boston Consolidated Street Railway Company that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of this company and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

BOSTON CONSOLIDATED STREET RAILWAY COMPANY.

At a meeting of the Board of Directors of the Boston Consolidated Street Railway Company held on the twenty-seventh day of October, 1887, the foregoing agreement for the sale of the property, rights and franchises of the said corporation to the West End Street Railway Company was submitted, and upon consideration thereof, it was

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887 and all other powers it thereto enabling, agrees to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates to the West End Street Railway Company upon the terms and conditions set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to the Board, a copy of which agreement is to be entered upon the records of this Board following the entry of this day's proceedings; and that the president in the name and on behalf of this company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to make and execute said agreement in duplicate, and to receive and deliver the same.

The president is also authorized to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of the said West End Street Railway Company and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares. And the treasurer of this company is hereby authorized and directed to

deposit in the American Loan and Trust Company the money received from said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred and forty-two dollars and thirty-five cents per share out of the funds so deposited with said trust company to the holders of said outstanding shares who shall present their certificates, properly endorsed, said certificates when surrendered, to be held by said trust company for the benefit of the West End Street Railway Company.

Attest:

R. B. FAIRBAIN,

Clerk of the Directors of the Boston Consolidated Street Railway Company.

BOSTON CONSOLIDATED STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the Boston Consolidated Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of considering the question of agreeing to a sale and terms and conditions of a sale of the whole property, rights and franchises of said corporation to the West End Street Railway Company as authorized by chapter 413 of the Acts of 1887, at which a majority in interest of the stockholders of said Boston Consolidated Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof, it was voted, 16,660 shares voting in the affirmative, and none in the negative, as follows: —

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions heretofore agreed upon by the directors of this corporation and which are set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to this meeting, a copy of which agreement is to be entered upon the records of this company following the entry of this day's proceedings; and that the president, in the name and on behalf of this company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to deliver the property so sold, and to sign, affix the corporate seal to, and acknowledge said agreement in duplicate, and to receive and deliver the same.

The president is also authorized and directed to insert in said agreement the date of its execution and the time when the same shall take effect, and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares. And the treasurer of this company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred and forty-two dollars and thirty-five cents per share out of the funds so deposited with said trust company to the holders of said outstanding shares who shall present their certificates properly endorsed, said certificates when surrendered, to be held by said trust company for the benefit of the West End Street Railway Company.

Attest:

R. B. FAIRBAIN,

Clerk of the Boston Consolidated Street Railway Company.

IN BOARD OF RAILROAD COMMISSIONERS, NOV. 11, 1887.

The foregoing agreement is approved by the Board.

Attest:

WM. A. CRAFTS, *Clerk.*

AGREEMENT.

WEST END STREET RAILWAY COMPANY AND SOUTH BOSTON RAILROAD COMPANY.

THIS AGREEMENT made and entered into this twelfth day of November, A. D. 1887, by and between the West End Street Railway Company, a corporation organized and existing under and by virtue of the laws of this Commonwealth, party of the first part, and the South Boston Railroad Company, a corporation organized and existing under and by virtue of the laws of said Commonwealth, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston, party of the second part,

Witnesseth, That, whereas, both of said parties deem it to be for the public and their common interests that all of their property, rights, and franchises should be held, owned and operated by one corporation; and whereas by a recent act of the legislature of Massachusetts, being chapter 413 of the Acts of 1887, and entitled "An Act to authorize the West End Street Railway Company and certain other street railway companies to lease and to purchase and hold the property, rights and franchises of each other, and to unite and consolidate with each other and certain other street railway companies, and to locate and construct tunnels, and to establish and maintain the cable and electric systems of motive-power, and for other purposes," said West End Street Railway Company is authorized to purchase and hold the whole of the property, rights and franchises of said South Boston Railroad Company and said South Boston Railroad Company is also authorized to sell, convey and assign the same to the said West End Street Railway Company;

And, whereas, Stockholders of said South Boston Railroad Company have severally surrendered and transferred to the American Loan and Trust Company hereinafter named, 14,275 shares of the capital stock of said South Boston Railroad Company in exchange for shares of the preferred stock of said West End Street Railway Company, as authorized and provided by said chapter 413, all which stock of said South Boston Railroad Company so acquired in exchange has been deposited with and is now held by the American Loan and Trust Company, a corporation incorporated under the authority of this Commonwealth and having its principal place of business in the city of Boston, in the county of Suffolk and Commonwealth aforesaid, the said Trust Company having been selected for that purpose by the directors of the said West End Street Railway Company, in accordance with the provisions of said chapter 413, so that there are now outstanding but 725 shares of the capital stock of said South Boston Railroad Company which have not been thus exchanged;

And, whereas, The hereinafter contained terms and conditions of sale of the whole of the property, rights and franchises of the said South Boston Railroad Company to the said West End Street Railway Company have been agreed upon first, by the directors of each of said companies, and then by a majority in interest of the stockholders of each of said companies at meetings of the stockholders of each of said corporations called for that purpose and approved by the Board of Railroad Commissioners, all as provided in said chapter 413;

Now, therefore, know all men by these presents, That the said South Boston Railroad Company in consideration of the premises and of the agreements of the said West End Street Railway Company hereinafter contained and other valuable considerations, does hereby give, grant, bargain, sell, convey, transfer, assign and deliver unto the said West End Street Railway Company, its successors and assigns, the whole of the locations, powers, privileges, rights, franchises, property and estates of South Boston Railroad Company whether real, personal or mixed, of whatever kind and wherever situated, including all of its lands, buildings, leases, contracts, tracts, horses, harnesses, cars, equipment, supplies, stable equipment and supplies, letters patent, licenses, bills receivable, books, papers, accounts, cash, cash assets and choses in action of name and nature, whether enumerated above or otherwise;

To have, hold, possess, exercise and enjoy, all of said locations, powers, privileges, rights, franchises, property and estates, with all the privileges and appurtenances thereto belonging, to the said West End Street Railway Company, and its successors and assigns, to their own use and behoof forever, but subject to all the duties, restrictions and liabilities to which said South Boston Railroad Company shall be subject on the day of the execution and delivery hereof.

And the said West End Street Railway Company hereby covenants and agrees with said South Boston Railroad Company that as a part of the consideration hereof it will forthwith pay to the said South Boston Railroad Company or its order, the sum of \$72,500, being one hundred dollars per share for said 725 shares of the capital stock of said South Boston Railroad Company outstanding which have not been exchanged for the preferred stock of said West End Street Railway Company as aforesaid, and that as a further consideration it will forthwith furnish and deliver to said South Boston Railroad Company upon the delivery to it of these presents, a full and complete release and discharge from said American Loan and Trust Company and said West End Street Railway Company, from any and all claims, rights, demands and interest which they or either of them have or may have in and to the property and estates of said South Boston Railroad Company, or to the proceeds arising from the sale thereof on account of or by reason of the 14,275 shares of the capital stock of said South Boston Railroad Company surrendered to said Trust Company in exchange for said preferred stock of said West End Street Railway Company as aforesaid, and now held by said Trust Company as provided by said chapter 413 or otherwise. And the said West End Street Railway Company hereby purchases, accepts, receives and holds all of said locations, powers, privileges, rights, franchises, property and estates, subject to all the duties, restrictions and liabilities of said South Boston Railroad Company to which it is this day subject, and further covenants and agrees with said South Boston Railroad Company, its successors and assigns, to assume and pay all rentals, and all the funded, floating and other debts and liabilities of said South Boston Railroad Company existing this day whether liquidated or unliquidated, and whether now or hereafter payable as and when the same shall become due and payable and all legal claims, whether arising from contract or tort, and all future judgments against said South Boston Railroad Company and save and hold said South Boston Railroad Company harmless and indemnified therefrom.

And the said South Boston Railroad Company hereby covenants and agrees with said West End Street Railway Company that it will upon demand deliver up and pay over to said West End Street Railway Company all of its cash, books, papers and property of every kind, name and description not this day delivered, and make from time to time such further conveyances, releases and acquittances as may be necessary or expedient to give full force, power and effect to this instrument and to said chapter 413, subject to the provisions of which this instrument is executed and delivered, by both parties hereto, and will also convey and assign to said West End Street Railway Company all property, rights, and estates which it may hereafter have, acquire or be entitled to.

And it expressly authorizes and empowers said West End Street Railway Company to use its name in bringing, prosecuting, compounding, settling, compromising or defending any suit or action in law or equity that may now or hereafter be pending or which said West End Street Railway Company may desire to bring or defend, the latter Company to pay and save and hold harmless the said South Boston Railroad Company and its successors and assigns, from all costs and expenses relating thereto.

And it is expressly mutually agreed by and between the parties hereto that the treasurer of said South Boston Railroad Company shall upon receiving from said West End Street Railway Company said \$72,500 in cash, deposit the same with the American Loan and Trust Company aforesaid as trustee for the said outstanding stockholders of said South Boston Railroad Company, to be held and paid out by said Trust Company to the said outstanding several stockholders of said South Boston Railroad Company holding said 725 shares of stock of said last-named company, at the rate of one hundred dollars

per share, upon the presentation and proper endorsement of their several certificates of shares of said capital stock.

This instrument shall take effect on the twelfth day of November, 1887, at twelve o'clock at midnight.

IN WITNESS WHEREOF, the said West End Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Henry M. Whitney, its President, this twelfth day of November, A. D. 1887.

And the said South Boston Railroad Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Charles H. Hersey, its President, this twelfth day of November, A. D. 1887.

SOUTH BOSTON RAILROAD COMPANY,

[CORPORATE SEAL.]

By CHAS. H. HERSEY, *President*.

WEST END STREET RAILWAY COMPANY,

[CORPORATE SEAL.]

By HENRY M. WHITNEY, *President*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12th, 1887. Then personally appeared Charles H. Hersey above named and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the South Boston Railroad Company.

Before me,

WILLIAM A. SARGENT, *Justice of the Peace*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12th, 1887. Then personally appeared the above named Henry M. Whitney and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the West End Street Railway Company.

Before me,

WILLIAM A. SARGENT, *Justice of the Peace*.

WEST END STREET RAILWAY COMPANY.

At an adjourned meeting of the Board of Directors of the West End Street Railway Company held on the twenty-first day of October, 1887, the foregoing agreement for the purchase of the property, rights and franchises of the South Boston Railroad Company was submitted, and upon consideration thereof, it was unanimously voted, —

That this Board acting under and by authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the South Boston Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions set forth in an agreement in writing of sale and conveyance between this corporation and said South Boston Railroad Company this day presented and read to the Board; and that the President in the name and on behalf of this Company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement, and to make and execute said agreement in duplicate and interchangeably to deliver the same. The President is also authorized to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said South Boston Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of this Company and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the Directors of the West End Street Railway Company.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the West End Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of determining whether the stockholders would agree to the purchase by said corporation of the property, rights and franchises of the South Boston Railroad Company, at which a majority in interest of the stockholders of said West End Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof, the following vote was adopted by a stock vote, 66,543 shares voting in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers then thereto enabling, do agree to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the South Boston Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions heretofore agreed upon by the directors of this corporation and which are set forth in an agreement in writing of sale and conveyance between this corporation and said South Boston Railroad Company this day presented and read to the meeting; and that the President in the name and on behalf of this Company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement, and to take possession of the property so purchased, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate and interchangeably to deliver the same. The President is also authorized and directed to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said South Boston Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of this Company and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

SOUTH BOSTON RAILROAD COMPANY.

At a meeting of the Board of Directors of the South Boston Railroad Company held on the twenty-seventh day of October, 1887, the foregoing agreement for the sale of the property, rights and franchises of the said corporation to the West End Street Railway Company was submitted, and upon consideration thereof, it was voted, —

That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates to the West End Street Railway Company upon the terms and conditions set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to the Board, a copy of which agreement is to be entered upon the records of this Board following the entry of this day's proceedings; and that the President in the name and on behalf of this Company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to make and execute said agreement in duplicate, and to receive and deliver the same.

The president is also authorized to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares. And the Treasurer of this Company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from said West End Street

Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred dollars per share out of the funds so deposited with said Trust Company to the holders of said outstanding shares who shall present their certificates, properly endorsed, said certificates when surrendered, to be held by said Trust Company for the benefit of the West End Street Railway Company.

A true copy from the Directors' records.

Attest:

CHARLES B. CUMMINGS, *Clerk.*

SOUTH BOSTON RAILROAD COMPANY.

At a special meeting of the stockholders of the South Boston Railroad Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of considering the question of agreeing to a sale and the terms and conditions of a sale of the whole property, rights and franchises of said corporation to the West End Street Railway Company as authorized by chapter 413 of the Acts of 1887, at which a majority in interest of the stockholders of said South Boston Railroad Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof, it was voted as follows, 14,095 shares voting in the affirmative and none in the negative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887 and all other powers them thereto enabling, do agree to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions heretofore agreed upon by the Directors of this corporation and which are set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to this meeting, a copy of which agreement is to be entered upon the records of this Company following the entry of this day's proceedings; and that the President, in the name and on behalf of this Company, is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy and to deliver the property so sold and to sign, affix the corporate seal to, and acknowledge said agreement in duplicate, and to receive and deliver the same.

The President is also authorized and directed to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares. And the Treasurer of this Company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred dollars per share out of the funds so deposited with said Trust Company to the holders of said outstanding shares who shall present their certificates properly endorsed, said certificates, when surrendered, to be held by said Trust Company for the benefit of the West End Street Railway Company.

A true copy.

Attest:

CHARLES B. CUMMINGS, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS, Nov. 11, 1887.

The foregoing agreement is approved by the Board.

Attest:

WM. A. CRAFTS, *Clerk.*

BOSTON, Nov. 12, 1887. At 5 o'clock and 15 min. P. M. Rec'd and Ent'd with Suffolk deeds Lib. 1798, Fol. 545.

Attest:

THOS. F. TEMPLE, *Reg.*

AGREEMENT.

WEST END STREET RAILWAY COMPANY AND CAMBRIDGE RAILROAD COMPANY.

THIS AGREEMENT made and entered into this nineteenth day of November, A. D. 1887, by and between the West End Street Railway Company, a corporation organized and existing under and by virtue of the laws of this Commonwealth, party of the first part, and the Cambridge Railroad Company, a corporation organized and existing under and by virtue of the laws of said Commonwealth, and on the 15th day of June, 1887, and now authorized to run cars in or into the city of Boston, party of the second part,

Witnesseth, That, whereas, both of said parties deem it to be for the public and their common interests that all of their property, rights and franchises should be held, owned and operated by one corporation; and, whereas, by a recent act of the Legislature of Massachusetts, being chapter 413 of the Acts of 1887, and entitled "An Act to authorize the West End Street Railway Company and certain other street railway companies to lease, and to purchase and hold the property, rights and franchises of each other, and to unite and consolidate with each other and certain other street railway companies, and to locate and construct tunnels, and to establish and maintain the cable and electric systems of motive power, and for other purposes," said West End Street Railway Company is authorized to purchase and hold the whole of the property, rights and franchises of said Cambridge Railroad Company; and said Cambridge Railroad Company is also authorized to sell, convey and assign the same to the said West End Street Railway Company.

And, whereas, stockholders of said Cambridge Railroad Company have severally surrendered and transferred to the American Loan and Trust Company, hereinafter named, 18,697 shares of the capital stock of said Cambridge Railroad Company in exchange for shares of the preferred stock of said West End Street Railway Company as authorized and provided by said chapter 413, all which stock of said Cambridge Railroad Company so acquired in exchange has been deposited with and is now held by the American Loan and Trust Company, a corporation incorporated under the authority of this Commonwealth, and having its principal place of business in the city of Boston in the county of Suffolk and Commonwealth aforesaid, the said Trust Company having been selected for that purpose by the Directors of said West End Street Railway Company, in accordance with the provisions of said chapter 413, so that there are now outstanding but 803 shares of the capital stock of said Cambridge Railroad Company which have not been thus exchanged.

And, whereas, the hereinafter contained terms and conditions of sale of the whole of the property, rights and franchises of the said Cambridge Railroad Company to the said West End Street Railway Company have been agreed upon, first, by the Directors of each of said companies, and then by a majority in interest of the stockholders of each of said companies, at meetings of the stockholders of each of said corporations called for that purpose, and approved by the Board of Railroad Commissioners, all as provided in said chapter 413;

Now, therefore, know all men by these presents, That the said Cambridge Railroad Company, in consideration of the premises and of the agreements of the said West End Street Railway Company hereinafter contained, and other valuable considerations, does hereby give, grant, bargain, sell, convey, transfer, assign and deliver unto the said West End Street Railway Company, its successors and assigns, the whole of the locations, powers, privileges, rights, franchises, property and estates of said Cambridge Railroad Company, whether real, personal or mixed, of whatever kind and wherever situated, including all of its lands, buildings, leases, contracts, tracks, horses, harnesses, cars, equipment, supplies, stable equipment and supplies, letters patent, licenses, bills receivable, books, papers, accounts, cash, cash assets and choses in action of every nam : and nature, whether enumerated above or otherwise;

To have, hold, possess, exercise and enjoy all of said locations, powers, privileges

rights, franchises, property and estates with all the privileges and appurtenances thereto belonging, to the said West End Street Railway Company and its successors and assigns, to their own use and behoof forever, but subject to all the duties, restrictions and liabilities to which said Cambridge Railroad Company shall be subject on the day of the execution and delivery hereof.

And the said West End Street Railway Company hereby covenants and agrees with said Cambridge Railroad Company that, as a part of the consideration hereof, it will forthwith pay to the said Cambridge Railroad Company, or its order, the sum of \$95,532.91, being one hundred and eighteen dollars and ninety-seven cents per share for said 803 shares of the capital stock of said Cambridge Railroad Company outstanding which have not been exchanged for the preferred stock of said West End Street Railway Company as aforesaid, and that as a further consideration it will forthwith furnish and deliver to said Cambridge Railroad Company upon the delivery to it of these presents, a full and complete release and discharge from said American Loan and Trust Company and said West End Street Railway Company, from any and all claims, rights, demands and interest which they or either of them have or may have in and to the property and estates of said Cambridge Railroad Company, or to the proceeds arising from the sale thereof on account of or by reason of the 18,697 shares of the capital stock of said Cambridge Railroad Company surrendered to said Trust Company in exchange for said preferred stock of said West End Street Railway Company as aforesaid, and now held by said Trust Company as provided by said chapter 413 or otherwise.

And the said West End Street Railway Company hereby purchases, accepts, receives and holds all of said locations, powers, privileges, rights, franchises, property and estates, subject to all the duties, restrictions and liabilities of said Cambridge Railroad Company to which it is this day subject, and further covenants and agrees with said Cambridge Railroad Company, its successors and assigns, to assume and pay all rentals, and all of the funded, floating and other debts and liabilities of said Cambridge Railroad Company existing this day whether liquidated or unliquidated, and whether now or hereafter payable as and when the same shall become due and payable and all legal claims, whether arising from contract or tort, and all future judgments against said Cambridge Railroad Company, and save and hold said Cambridge Railroad Company harmless and indemnified therefrom.

And the said Cambridge Railroad Company hereby covenants and agrees with said West End Street Railway Company that it will upon demand deliver up and pay over to said West End Street Railway Company all of its cash, books, papers and property of every kind, name and description not this day delivered, and make from time to time such further conveyances, releases and acquittances as may be necessary or expedient to give full force, power and effect to this instrument and to said chapter 413, subject to the provisions of which this instrument is executed and delivered, by both parties hereto, and will also convey and assign to said West End Street Railway Company all property, rights and estates which it may hereafter have, acquire and be entitled to.

And it expressly authorizes and empowers said West End Street Railway Company to use its name in bringing, prosecuting, compounding, settling, compromising or defending any suit or action either at law or equity that may now or hereafter be pending or which said West End Street Railway Company may desire to bring or defend, the latter company to pay and save and hold harmless the said Cambridge Railroad Company, and its successors and assigns, from all costs and expenses relating thereto.

And it is hereby mutually agreed by and between the parties hereto that the treasurer of said Cambridge Railroad Company shall upon receiving from said West End Street Railway Company said \$95,532.91 in cash, deposit the same with the American Loan and Trust Company aforesaid as trustee for the said outstanding stockholders of said Cambridge Railroad Company, to be held and paid out by said Trust Company to the said outstanding several stockholders of said Cambridge Railroad Company holding said 803 shares of stock of said last-named company, at the rate of one hundred and eighteen dollars and ninety-seven cents per share, upon the presentation and proper endorsement of their several certificates of shares of said capital stock.

This instrument shall take effect on the nineteenth day of November, A. D. 1887, at twelve o'clock at midnight.

In witness whereof the said West End Street Railway Company has caused its corporate seal to be hereto affixed and these presents to be signed in its name and behalf by Henry M. Whitney, its president, this nineteenth day of November, A. D. 1887.

And the said Cambridge Railroad Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Prentiss Cummings, its president, this nineteenth day of November, A. D. 1887.

WEST END STREET RAILWAY COMPANY,

[CORPORATE SEAL]

By HENRY M. WHITNEY, *President.*

CAMBRIDGE RAILROAD COMPANY,

[CORPORATE SEAL]

By PRENTISS CUMMINGS, *President.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 19, 1887. Then personally appeared the above-named Henry M. Whitney and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the West End Street Railway Company.

Before me,

GRENVILLE D. BRAMAN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 19, 1887. Then personally appeared the above-named Prentiss Cummings and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the Cambridge Railroad Company.

Before me,

GRENVILLE D. BRAMAN,
Justice of the Peace.

WEST END STREET RAILWAY COMPANY.

At an adjourned meeting of the Board of Directors of the West End Street Railway Company, held on the 21st day of October, 1887, the foregoing draft of an agreement for the purchase of the property, rights and franchises of the Cambridge Railroad Company was submitted, and upon consideration thereof the Directors unanimously

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Cambridge Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts and on the 15th day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions set forth in an agreement in writing of sale and conveyance between this corporation and said Cambridge Railroad Company this day presented and read to the Board, a copy of which agreement is to be spread upon the records of this Board following the entry of this day's proceedings; and that the president in the name and on behalf of this company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said copy and to make and execute said agreement in duplicate and interchangeably to deliver the same. The president is also authorized to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said Cambridge Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of this company and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,
Clerk of the Directors of the West End Street Railway Company.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the West End Street Railway Company duly called for and held on Wednesday, the 9th day of November, 1887, for the purpose of determining whether the stockholders will agree to the purchase by said corporation of the property, rights and franchises of the Cambridge Railroad Company, at which a majority in interest of the stockholders of said West End Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof the following vote was adopted by a stock vote, 66,543 shares voting in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Cambridge Railroad Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts and on the 15th day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions heretofore agreed upon by the Directors of this corporation and which are set forth in an agreement in writing of sale and conveyance between this corporation and said Cambridge Railroad Company this day presented and read to the meeting; and that the president in the name and on behalf of this company is hereby authorized and directed to make such purchase upon the terms and conditions set forth in said agreement and to take possession of the property so purchased and to sign, affix the corporate seal to and acknowledge said agreement in duplicate and interchangeably to deliver the same. The president is also authorized and directed to insert in said agreement the day of its execution, the day when the same shall take effect and the number of shares of the capital stock of the said Cambridge Railroad Company that shall have been acquired by the American Loan and Trust Company in exchange for the preferred stock of this company and the number of said shares outstanding on the day of the execution of said agreement, and the amount of money to be paid in cash for said outstanding shares.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

CAMBRIDGE RAILROAD COMPANY.

At an adjourned meeting of the Board of Directors of the Cambridge Railroad Company held on the 24th day of October, 1887, the foregoing agreement for the sale of the property, rights and franchises of the said company to the West End Street Railway Company was submitted, and, upon consideration thereof, it was

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887 and all other powers it thereto enabling, agrees to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to the Board, a copy of which agreement is to be entered upon the records of this Board following the entry of this day's proceedings; and that the president in the name and on behalf of this company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to make and execute said agreement in duplicate, and to receive and deliver the same.

The president is also authorized to insert in said agreement the date of its execution and the time when the same shall take effect; and the number of shares of the capital stock of this corporation that shall have been acquired by the American Loan and Trust Company in exchange for preferred stock of the said West End Street Railway Company, and the number of said shares outstanding on the date of the execution of said agreement, and the amount of money to be paid in cash for said outstanding

shares. And the treasurer of this company is hereby authorized and directed to deposit in the American Loan and Trust Company the money received from said West End Street Railway Company according to the terms of said agreement representing the portion of the purchase money applicable to said outstanding shares, and the said American Loan and Trust Company is authorized and requested to pay at the rate of one hundred and eighteen dollars and ninety-seven cents per share out of the funds so deposited with said Trust Company to the holders of said outstanding shares who shall present their certificates, properly endorsed, said certificates, when surrendered, to be held by said Trust Company for the benefit of the West End Street Railway Company.

Attest:

A true copy.

[SEAL]

FRANKLIN PERRIN,

Clerk of the Cambridge Railroad Company.

CAMBRIDGE RAILROAD COMPANY.

At a special meeting of the stockholders of the Cambridge Railroad Company duly called for and held on Wednesday, the 9th day of November, 1887, for the purpose of considering the question of the sale of the property, rights, franchises, powers and privileges of said company to the West End Street Railway Company and the exercise of the powers granted to said Cambridge Railroad Company under chapter 413 of the Acts of the Legislature of Massachusetts for the year 1887, at which a majority in interest of the stockholders of said Cambridge Railroad Company was present and voted, the foregoing agreement was presented and read to the meeting, and, upon consideration thereof, it was voted, 16,023 shares voting in the affirmative and none in the negative, as follows:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887 and all other powers then thereto enabling, do agree to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions heretofore agreed upon by the Directors of this corporation, and which are set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to this meeting, a copy of which agreement is to be entered upon the records of the meeting following the entry of this day's proceedings; and that the president in the name and on behalf of this company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to deliver the property so sold and to sign, affix the corporate seal to and acknowledge said agreement in duplicate, and to receive and deliver the same.

Attest:

A true copy.

[CORPORATE SEAL]

FRANKLIN PERRIN,

Clerk of the Cambridge Railroad Company.

IN BOARD OF RAILROAD COMMISSIONERS, NOV. 11, 1887.

The foregoing agreement is approved by the Board.

Attest:

WM. A. CRAFTS,

Clerk.

AGREEMENT.

WEST END STREET RAILWAY COMPANY AND SUBURBAN STREET RAILWAY COMPANY.

THIS AGREEMENT made and entered into this twenty-eighth day of January, A. D. 1888, by and between the West End Street Railway Company, a corporation organized and existing under and by virtue of the laws of this Commonwealth, party of the first part, and the Suburban Street Railway Company, a corporation organized and existing under and by virtue of the laws of said Commonwealth, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston, party of the second part:

Witnesseth, That, whereas, both of said parties deem it to be for the public and their common interests that all of their property, rights and franchises should be held, owned and operated by one corporation; and, whereas, by a recent act of the Legislature of Massachusetts, being chapter 413 of the Acts of 1887, and entitled "An Act to authorize the West End Street Railway Company and certain other street railway companies to lease and to purchase and hold the property, rights and franchises of each other, and to unite and consolidate with each other and certain other street railway companies, and to locate and construct tunnels, and to establish and maintain the cable and electric systems of motive-power, and for other purposes," said West End Street Railway Company is authorized to purchase and hold the whole of the property, rights and franchises of said Suburban Street Railway Company and said Suburban Street Railway Company is also authorized to sell, convey and assign the same to the said West End Street Railway Company.

And, whereas, The hereinafter contained terms and conditions of sale of the whole of the property, rights and franchises of the said Suburban Street Railway Company to the said West End Street Railway Company have been agreed upon, first, by the Directors of each of said companies, and then by a majority in interest of the stockholders of each of said companies at meetings of the stockholders of each of said corporations called for that purpose and approved by the Board of Railroad Commissioners, all as provided in said chapter 413;

Now, therefore, know all men by these presents, That the said Suburban Street Railway Company in consideration of the premises and of the agreements of the said West End Street Railway Company hereinafter contained, and the sum of one hundred and fifty thousand dollars to it paid by said West End Street Railway Company, does hereby give, grant, bargain, sell, convey, transfer, assign and deliver unto the said West End Street Railway Company, its successors and assigns, the whole of the locations, powers, privileges, rights, franchises, property and estates of said Suburban Street Railway Company, whether real, personal or mixed, of whatever kind and wherever situated, including all of its lands, buildings, leases, contracts, tracks, horses, harnesses, cars, equipment, supplies, stable equipment and supplies, letters patent, licenses, bills receivable, books, papers, accounts, cash, cash assets and choses in action of every name and nature, whether enumerated above or otherwise;

To have, hold, possess, exercise and enjoy all of said locations, powers, privileges, rights, franchises, property and estates, with all the privileges and appurtenances thereto belonging, to the said West End Street Railway Company, and its successors and assigns, to their own use and behoof forever, but subject to all the duties, restrictions and liabilities to which said Suburban Street Railway Company shall be subject on the day of the execution and delivery hereof.

And the said West End Street Railway Company hereby purchases, accepts, receives and holds all of said locations, powers, privileges, rights, franchises, property and estates, subject to all the duties, restrictions and liabilities of said Suburban Street Railway Company to which it is this day subject, and further covenants and agrees with said Suburban Street Railway Company, its successors and assigns, to assume and pay all rentals, and all of the funded, floating and other debts and liabilities of said Suburban Street Railway Company existing this day, whether liquidated or unliquidated, and whether now

or hereafter payable as and when the same shall become due and payable, and all legal claims, whether arising from contract or tort, and all future judgments against said Suburban Street Railway Company, and save and hold the said Suburban Street Railway Company harmless and indemnified therefrom.

And the said Suburban Street Railway Company hereby covenants and agrees with said West End Street Railway Company that it will upon demand deliver up and pay over to said West End Street Railway Company all of its cash, books, papers and property of every kind, name and description not this day delivered, and make from time to time such further conveyances, releases and acquittances as may be necessary or expedient to give full force, power and effect to this instrument and to said chapter 413, subject to the provisions of which this instrument is executed and delivered, by both parties hereto, and will also convey and assign to said West End Street Railway Company all property, rights and estates which it may hereafter have, acquire or be entitled to.

And it expressly authorizes and empowers said West End Street Railway Company to use its name in bringing, prosecuting, compounding, settling, compromising or defending any suit or action either in law or equity that may now or hereafter be pending or which said West End Street Railway Company may desire to bring or defend, the latter company to pay and save and hold harmless the said Suburban Street Railway Company, and its successors and assigns, from all costs and expenses relating thereto.

This instrument shall take effect on the sixth day of February, 1888, at twelve o'clock at midnight.

In witness whereof, the said West End Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Henry M. Whitney, its president, this twenty-eighth day of January, A. D. 1888.

And the said Suburban Street Railway Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Grenville D. Braman, its treasurer, this twenty-eighth day of January, A. D. 1888.

[CORPORATE SEAL.] WEST END STREET RAILWAY COMPANY,
By HENRY M. WHITNEY, *President*.

SUBURBAN STREET RAILWAY COMPANY,
[CORPORATE SEAL.] By G. D. BRAMAN, *Treasurer*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Jan. 28, 1888. Then personally appeared the above-named Henry M. Whitney, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the West End Street Railway Company.

Before me,

ELMER P. HOWE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Jan. 28, 1888. Then personally appeared the above-named Grenville D. Braman, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of the Suburban Street Railway Company.

Before me,

ELMER P. HOWE,
Justice of the Peace.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the Board of Directors of the West End Street Railway Company held on the second day of November, 1887, the foregoing agreement for the purchase of the property, rights and franchises of the Suburban Street Railway Company was submitted, and, upon consideration thereof, it was unanimously

Voted, That this Board acting under the authority and powers conferred upon and

vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Suburban Street Railway Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions set forth in an agreement in writing of sale and conveyance between this corporation and said Suburban Street Railway Company this day submitted to this Board; and that the president, in the name and behalf of this company, is hereby authorized and directed to make such purchase, for the sum of one hundred and fifty thousand dollars in cash, upon the terms and conditions set forth in said agreement, and to make and execute said agreement in duplicate and interchangeably to deliver the same. The president is also authorized to insert in said agreement the day of its execution, and the day when the same shall take effect.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

WEST END STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the West End Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of determining whether the stockholders would agree to the purchase by said corporation of the property, rights and franchises of the Suburban Street Railway Company, at which a majority in interest of the stockholders of said West End Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and upon consideration thereof the following vote was adopted by a stock vote, 66,543 shares voting in the affirmative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the purchase by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates of the Suburban Street Railway Company (a corporation organized and existing under and by virtue of the laws of the Commonwealth of Massachusetts, and on the fifteenth day of June, 1887, and now authorized to run cars in or into the city of Boston), upon the terms and conditions heretofore agreed upon by the Directors of this corporation and which are set forth in an agreement in writing of sale and conveyance between this corporation and said Suburban Street Railway Company this day presented and read to the meeting; and that the president in the name and on behalf of this company is hereby authorized and directed to make such purchase, for the sum of one hundred and fifty thousand dollars in cash, upon the terms and conditions set forth in said agreement, and to take possession of the property so purchased, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate and interchangeably to deliver the same. The president is also authorized and directed to insert in said agreement the day of its execution, and the day when the same shall take effect.

Attest:

ELMER P. HOWE,

Clerk of the West End Street Railway Company.

SUBURBAN STREET RAILWAY COMPANY.

At a meeting of the Board of Directors of the Suburban Street Railway Company held on the second day of November, 1887, the foregoing agreement for the sale of the property, rights and franchises of the said corporation to the West End Street Railway Company was submitted, and, upon consideration thereof, it was

Voted, That this Board acting under the authority and powers conferred upon and vested in it by chapter 413 of the Acts of 1887, and all other powers it thereto enabling, agrees to the sale by this corporation of the whole of its property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, for the sum of one hundred and fifty thousand dollars, upon the terms and con-

ditions set forth in an agreement in writing, of sale and conveyance between this corporation and the West End Street Railway Company, this day presented and read to the Board, a copy of which agreement is to be entered upon the records of this Board following the entry of this day's proceedings; and that the treasurer in the name and on behalf of this company is hereby authorized and directed to make such sale upon the terms and conditions set forth in said copy, and to make and execute said agreement in duplicate, and to receive and deliver the same.

The treasurer is also authorized to insert in said agreement the date of its execution and the time when the same shall take effect.

Attest:

M. F. DICKINSON, Jr.,

Clerk of the Suburban Street Railway Company.

SUBURBAN STREET RAILWAY COMPANY.

At a special meeting of the stockholders of the Suburban Street Railway Company duly called for and held on Wednesday, the ninth day of November, 1887, for the purpose of considering the question of agreeing to the sale and terms and conditions of sale of the property, rights and franchises of said corporation to the West End Street Railway Company, as authorized by chapter 413 of the Acts of the Legislature of Massachusetts for the year 1887, at which a majority in interest of the stockholders of said Suburban Street Railway Company was present and voted, the foregoing agreement was presented and read to the meeting, and upon consideration thereof the following vote was adopted by a stock vote, 384 shares voting in the affirmative, and none in the negative:—

Voted, That the stockholders of this corporation acting under the authority and powers conferred upon and vested in them by chapter 413 of the Acts of 1887, and all other powers them thereto enabling, do agree to the sale by this corporation of the whole of the property, rights, franchises, locations, powers, privileges and estates, to the West End Street Railway Company, upon the terms and conditions heretofore agreed upon by the Directors of this corporation and which are set forth in an agreement in writing, of sale and conveyance between this corporation and said West End Street Railway Company, this day presented and read to this meeting; and that the president, in the name and on behalf of this company, is hereby authorized and directed to make such sale, for the sum of one hundred and fifty thousand dollars in cash, upon the terms and conditions set forth in said agreement, and to deliver the property so sold, and to sign, affix the corporate seal to and acknowledge said agreement in duplicate, and interchangeably to deliver the same.

The president is also authorized and directed to insert in said agreement the day of its execution and the day when the same shall take effect.

M. F. DICKINSON, Jr.,

Clerk of the Suburban Street Railway Company.

INDEX TO REPORTS OF RAILROAD COMPANIES.

RAILROAD RETURNS.

	Page		Page
Attleborough Branch,	3	Nashua, Acton & Boston,	165
Berkshire,	5	Nashua & Lowell,	168
Boston & Albany,	7	Newburyport,	171
Boston & Lowell,	30	Newburyport City,	173
Boston & Maine,	40	New Haven & Northampton,	176
Boston & Providence,	54	New London Northern,	182
Boston, Revere Beach & Lynn,	63	New York & Boston Inland,	188
Boston, Winthrop & Shore,	69	New York & New England,	190
Central Massachusetts,	74	New York, New Haven & Hartford,	201
Chatham,	77	North Brookfield,	208
Cheshire,	79	Norwich & Worcester,	210
Chelsea Beach,	85	Ocean Terminal,	216
Connecticut River,	87	Old Colony,	218
Danvers,	94	Pittsfield & North Adams,	229
Eastern,	97	Providence & Worcester,	231
Fall River,	103	Providence, Webster & Springfield,	238
Fall River, Warren & Providence (Trustees'),	106	Rhode Island & Massachusetts,	241
Fitchburg,	110	Spencer,	243
Grafton Centre,	125	Springfield & New London,	246
Hanover Branch,	129	Stockbridge & Pittsfield,	249
Holyoke & Westfield,	132	Stony Brook,	252
Hoosac Tunnel & Wilmington,	135	Union Freight,	254
Horn Pond Branch,	139	Vermont & Massachusetts,	258
Lowell & Andover,	141	Ware River,	261
Martha's Vineyard,	144	West Amesbury Branch,	263
Millford, Franklin & Providence,	148	West Stockbridge,	266
Millford & Woonsocket,	150	Worcester, Nashua & Rochester,	269
Monadnock,	156	Worcester & Shrewsbury,	273
Monadnock (Lessees'),	158	Housatonic, of Connecticut,	277
Nantucket,	161		
Nantasket Beach (Trustee),	164	Cape Cod Ship Canal Company,	282

STREET RAILWAY RETURNS.

	Page		Page
Acushnet,	286	Naumkeag,	382
Albany Street Freight,	290	Natick & Cochituate,	387
Arlington,	293	Newton,	391
Brockton,	295	New Bedford & Fairhaven,	392
Black Rocks & Salisbury Beach,	300	Newburyport & Amesbury,	397
Boston & Chelsea,	303	Northampton,	401
Boston Consolidated,	305	North Woburn,	405
Cambridge,	311	Onset,	409
Charles River,	317	Pittsfield,	412
Citizens',	319	Plum Island,	416
East Middlesex,	323	Salem & Danvers,	420
Fitchburg,	328	Somerville,	424
Gloucester,	333	South Boston,	426
Haverhill & Groveland,	337	Springfield,	432
Holyoke,	341	Suburban,	436
Hoosac Valley,	345	Taunton,	438
Lowell,	349	Union,	442
Globe,	353	Waltham & Newton,	447
Lowell & Dracut,	358	West End,	451
Lynn & Boston,	362	Winnisimmet,	453
Malden & Melrose,	368	Worcester,	456
Merrimack Valley,	370	Worcester Consolidated,	460
Metropolitan,	375		

LEASES AND CONTRACTS.

Boston & Lowell Railroad to the Boston & Maine Railroad,	467
Manchester & Lawrence Railroad to the Boston & Maine Railroad,	474
New Haven & Northampton Railroad to the New York, New Haven & Hartford Railroad Company,	477
West End Street Railway Company and Metropolitan Railroad Company,	482
West End Street Railway Company and Boston Consolidated Street Railway Co.,	487
West End Street Railway Company and South Boston Railroad Company,	492
West End Street Railway Company and Cambridge Railroad Company,	497
West End Street Railway Company and Suburban Street Railway Company,	502

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J. E. H.

